



NAVY NEWS

OCTOBER 2017

Storm force

Naval Service helps hurricane-hit isles

Sister act

HMS Prince of Wales naming ceremony

Free poster

History of Royal Navy aircraft carriers

Awe at Ceptor

■ THE Royal Navy's new air defence missile Sea Ceptor is fired from Type 23 frigate HMS Argyll off the Outer Hebrides (see page 19)

Picture: MBDA Systems



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Where there is despair

AS HE surveyed the first images of destruction in the Turks and Caicos islands – described by his men simply as “utter devastation” – Lt Col Paul Maynard felt compelled to send a brief message of hope to the 35,000 inhabitants: *The Lead Commando Group is coming to help.*

They came. And not just the Lead Commando Group. The Royal Fleet Auxiliary in the form of RFA Mounts Bay. The RAF’s 38 Expeditionary Air Wing. The Army’s commando engineers.

A concerted effort by the British military to help victims of a natural disaster on a scale not seen since Typhoon Haiyan hit the Philippines three years ago – and not seen in the Caribbean in 20 years or more.

The 400 or so islands in the Turks and Caicos were the last archipelago to be reached by the British relief effort – and the last British territory affected by the fifth strongest Atlantic storm on record.

Irma smashed her way through Anguilla, then the British Virgin Islands, and, after a 500-mile journey spiralling westwards, the Turks and Caicos Islands.

It continued to Cuba, then Florida all the way up to Georgia. By then Irma was increasingly a spent force, its gusts nowhere near the 185mph maximum with which it began its assault on the Caribbean.

Hanging on to Irma’s (wildly oscillating) coattails was Atlantic Patrol Ship RFA Mounts Bay which had spent the summer assuring British citizens spread out across the Caribbean that she could help in the event of a storm.

Not 24 hours after Irma had laid waste to homes on Anguilla and the amphibious support ship arrived off the island to offer help.

So violent had been the storm that the landing site used by Mounts’ Mexeflote powered raft to move vehicles ashore was no longer suitable.

Her combat support boat was, however, able to get more than 50 men and women ashore, where they

found many of the 15,000 islanders already clearing roads and repairing the infrastructure.

But many of the tasks required specialist engineers. Like the island’s hospital, without power... and its maternity ward without a roof too.

Barely had the troops of 24 Commando Regiment RE reinstated the roof and restored the electricity supply than a pregnant woman was rushed in. A few hours later a healthy baby was successfully delivered.

The expert disaster relief team – specially embarked with emergency supplies in the UK before Mounts Bay departed – also declared the airport safe for relief flights and put a stop to a potentially-dangerous fuel leak at Anguilla’s main petrol dump.

With trees snapped like matchsticks in Irma’s path, numerous roads proved impassable – which is where Mounts Bay’s Wildcat from 815 NAS proved invaluable.

Her crew flew six tonnes of emergency stores ashore, and took governor Tim Foy on a flight over his island – which is about the size of Plymouth – to survey the damage from the air during seven hours of continuous flying.

The situation in Anguilla proved less of a concern than the British Virgin Islands, 100 miles to the west.

Hit by Irma’s full force, the archipelago suffered extensive destruction – work which will take months and years to restore, far beyond the temporary assistance the military could offer.

The efforts of the grandly-titled BVI Task Force were focused on immediacy: ensuring islanders had the basics – water, food, power, shelter – to get through the bitter days right after the storm.

With 16 inhabited islands in the chain, there were heavy demands on the relief parties.

Tiny Jost van Dyke, home to barely 300 souls, received three tonnes of water and a half a tonne of food, supplies which should suffice as inhabitants are beginning to restore

essential services.

As well as tending to van Dyke islanders’ medical needs, 40 Commando MA John Bolaitamana also helped deliver crucial shelter packs.

“It was surreal and humbling all at the same time,” he said. “The locals on these remote islands are just getting on with it. They are grateful to be alive and so appreciative of any help we give them.”

Fiji-born John has been acting as a ‘flying doctor’, well medical assistant. Trained to deal with battlefield trauma and keeping Royal Marines fit, instead the 35-year-old has become more like a roving GP/district nurse, tending to the needs of islanders.

“The lack of fresh water and sanitation issues across the islands is one of our main concerns,” said John, who’s on his first operational deployment.

“This has been the highlight of my career, it’s different, interesting and rewarding all at the same time.”

On Virgin Gorda, the third largest island in the chain and home to 4,000 people, RFA engineers toiled for four hours in stifling heat to get a power station running again.

It was key not only to providing electricity to homes, but also to the desalination plant – which turns sea water into fresh water for locals.

The island, said Sgt Adam Mosley, Mortar Troop, 40 Cdo, “had been hit hard by the hurricane.”

The aid he and his comrades offered formed just one element of the relief mission. Assistance on Virgin Gorda was also provided by Unite BVI, the foundation set up by Virgin boss Sir Richard Branson.

Sir Richard, whose home on the neighbouring island of Necker was among those damaged, thanked the commandos for their efforts.

“If the Royal Marines hadn’t come – and come so quickly – it could have got out of hand with looting and issues with the prison,” he said.



Nowhere were issues of law and order more pressing than on Tortola.

For around a week after Irma struck, Balsam Ghut was not a functioning prison.

Some inmates fled, when it was damaged, while others came and went from the penitentiary at leisure.

With prisoners at large on Tortola, islanders feared for their safety and security, while there was widespread looting – until soldiers and Royal Marines began patrols.

But only when the jail was fully secure could islanders feel safe again, so Royal Marines, Royal Engineers and police from the UK, British Virgin and Royal Cayman Islands set about restoring the prison to working order.

Royal Marines formed a cordon around the prison whilst the prison guards in the compound called out the prisoners into a secure area.

That allowed armed officers from the British Virgin and Cayman Islands to enter the unsecured areas of the prison to ensure the prisoners were removed and accounted for.

The cells were then searched for any contraband prisoners might have stashed during their few days of relative freedom.

Royal Engineers from 59 Commando Squadron then set to work making the perimeter fence impenetrable once more, fixing the steel gate at the main entrance and prison roofing while the men of Alpha Company provided security.

More usual post-hurricane assistance was delivered by Mounts Bay’s Mexeflote, which sailed into Road Town harbour.

Aboard: masses of DIY stores – 75 sheets of plywood, 75 sheets of corrugated iron, 100 planks of timber, a couple of wheelbarrows and an assortment of handtools.

And the indispensable Wildcat once again proved, er, indispensable: flying in supplies – fresh water especially

– transporting personnel ashore and carrying Governor Augustus Jaspart and his staff to Anegada, the most northerly, second largest, but sparsely-populated island in the overseas territory.

His visit to meet some of the 285 islanders resulted in an urgent delivery of half a tonne of water by the Wildcat. As for Mounts Bay, located just off Road Town, besides co-ordinating all these efforts, she’s also acted as a floating petrol station, filling up Virgin Islands police boats.

There was no doubt in the mind of Capt Stephen Norris, Mounts Bay’s CO, that his ship and her men and women had made a “significant contribution” to restoring normal life across the British Virgin Islands.

He continued: “I am particularly proud of the RFA engineers who worked on a high-voltage power plant without any technical drawings in order to restore power to a significant number of people.”

“Faced with the herculean task of attending several devastated islands has been immense and I can only praise the professionalism and tireless dedication of everyone onboard.”

More than 50 kidney patients were able to receive urgent treatment thanks to military engineers.

Peebles hospital in Road Town – the main medical complex for the 28,000 people spread across the islands – was left without a constant, clean water supply.

That put 52 patients who rely on dialysis in a potentially dangerous situation; the hospital unit treating them desperately needed pure water and Mounts Bay obliged with enough to re-start treatment, using her Wildcat helicopter to fly the liquid in.

40 Cdo’s medical officer Surg Lt Cdr Andy Matheson was impressed by how quickly after Irma staff had Peebles mostly fully functioning again.

“It was functioning, clean and comparable to a UK hospital unit,” he said.

“The staff are doing a fantastic job and we’ll continue to support in





ir, may we bring hope

whatever capacity we can."

His team – one paramedic and four medical assistants – set up a makeshift 'surgery' in the police headquarters and have worked alongside local doctors and nurses from Peebles hospital to provide care where it is needed.

"We saw numerous patients with wounds varying from cuts and bruising to serious limb lacerations," said medical assistant Mne Kieran Stubbings.

"This is my first time supporting a disaster relief operation and being here in a medical role is incredibly rewarding."

He and his comrades created a temporary treatment room, with kit ranging from an emergency lifesaving defibrillator to wound dressings and pain relief.

In addition to the relatively-small medical teams aboard Mounts Bay and with 40 Commando, 18 members of the RN's Role 2 Afloat Medical Team – who typically stabilise/operate on battlefield casualties with the most serious injuries before they can be transferred to field hospitals – were mobilised in the UK and flown out to the Caribbean.

The Assault Engineers from 40 Commando are used to devastation – admittedly causing it, exploding their way into bunkers.

They put their skills to constructive use repairing the home of 72-year-old Alvin Nibbs and his wife Dorothy, 59.

The couple, who suffer from poor health, had been living in a temporary shelter.

Using salvaged materials and the 'shelter in a box' from the Department for International Development, the Royal Marines replaced the roof over the half of the structure still inhabitable, installed a new stud wall and fixed joists and trusses to ensure stability.

"I am so happy that we are getting this support from the UK, the boys have worked so hard all day in the hot sun so that I can move back into my

home. They are all amazing," said a delighted Mrs Nibbs.

C/Sgt John Dixon, the assault engineers' team leader, was equally impressed by the stoicism of the Nibbs.

"It is staggering to see the fortitude and willpower of Alvin and Dorothy," said the 40-year-old.

"They are determined to turn this house back in to a home so the very least we can do is go some way to helping them do that."

His observations are far from unusual. With typically-British spirit, some islanders referred to the hurricane as 'Irrageddon'.

For others, coping with the life-changing impact of the storm has required spiritual support.

40 Cdo's padre the Rev Stuart Rason delivered the first sermon in St George's Episcopal Church in Road Town on the island of Tortola after Hurricane Irma hit.

He joined Rector Ian Rock in the house of God, which served as a refuge at the height of the storm; its strong walls, foundations and roof remained intact and helped shelter a large number of locals.

The congregation were joined by a small group of Royal Marines for the first post-Irma service in the church, whose bells were re-hung by sailors from destroyer HMS London back in 1981.

"The island may be at its worst, but the people are certainly at their best," said the Rev Rason after chatting with and comforting worshippers.

After nearly a week in the British Virgin Islands, the focus of humanitarian assistance from the commandos and RFA Mounts Bay shifted to the Turks and Caicos.

The amphibious support ship stocked up on disaster relief supplies in St Croix in the US Virgin Islands: more than 1,100 shelter kits, 72 ground sheets, 120 roll mats, 14,000

bottles of water, and tins of ham, tuna and biscuits supplied by DFID were loaded, as well as baby food, wipes and nappies.

Ahead of Mounts Bay, an advance party of Royal Marines and Army Commandos was flown in by RAF Hercules, first to survey the large island of Providenciales, then to the much smaller Grand Turk.

They toured some of the devastated areas on Providenciales, the most populous island in the Turks and Caicos, inspecting the island's water pumping station, which turns sea into drinking water for the 23,000 inhabitants, the security fence around the airport which had come down in places – and meant animals could stray on to the runway – and the main prison, also damaged.



Seventy-five miles east of Providenciales lies the territory's capital Cockburn Town on the small island of Grand Turk.

A 45-strong combined team of RFA sailors, Royal Marines of 40 Commando and engineers of 59 Commando, used Mount Bay's Mexeflote to offload diggers, trucks and other heavy plant drove off the raft and on to the beach, with the E L Simons Primary School the first stop.

It lost 40ft sections of roof – and with the roof gone classrooms and teaching materials inside were wrecked.

Within hours of unloading the vehicles, the Humanitarian Aid and Disaster Relief troops from RFA Mounts Bay cleared debris and damaged roofing, then began the task of repairing so that youngsters can resume their education as quickly as possible.

"The level of devastation to the school is heart-wrenching," said Lt Steve Dunning, in charge of a military camera team sent to record the devastation and reconstruction work.

"The school not only provides the

children with a good education, it also acts as a central point for the community to interact."

As well as troops getting stuck in on the ground, Mounts Bay's Wildcat helicopter was once again vital in ferrying fresh water to outlying communities, delivering two tonnes to Grand Turk, plus ration packs to sustain commando engineers toiling on South Caicos.

In all these efforts time was pressing – islanders wanted to resume their normal lives as quickly as possible.

But the relief mission was given added impetus by the approach of the second Category 5 storm of the season, Hurricane Maria.

With winds of up to 155mph, Maria was not as powerful as Irma – but certainly powerful enough to compound the misery of people afflicted by the earlier storm.

So relief parties faced a race against time to patch up homes, public utilities, communal buildings and shelters sufficiently to withstand the anticipated battering.

Lt Col Maynard, in charge of the effort on the ground in the British Virgin Islands, said his men and women were prepared to ride out the storm alongside locals.

"We are not going anywhere," he stressed. "It would be immoral and the wrong thing to do to leave these people to face this tragedy without us."

To that end, 40 Commando and the Royal Engineers of 24 Commando Regiment prepared the islands' defences, cleared drains to prevent flash flooding, moved helicopters and aircraft away from the danger zone, shored up power and water pumping stations and made sure the airport – the BVI's vital link with the outside world, not least the hub of the British relief effort in Barbados – was as secure as possible.

Two other key locations were the police station in Road Town on Tortola, which acted as the command centre for the military operation in the islands, and Peebles' hospital.

Windows and doors were secured at the police HQ, while the commandos cleared debris from the main access road into the infirmary.

Equally important was ensuring locals had the food and water supplies they need to ride out Maria.

Royal Marines joined members of the British Red Cross in getting shelter packs, water, tinned food, cereal, toiletries and baby care handed out to as many Tortolans as possible before a pre-storm curfew came into force.

"Each day presents us with new challenges," said Mne Louis McKenna. "It's really important we get this distributed before nightfall and get the message out about the next storm."

Among those waiting for aid was 75-year-old Marlyn Harvey, whose home was wrecked by Irma. She struggled two kilometres to the aid distribution point – and asked for a ride back with the marines, who obliged.

"Mrs Harvey summed up the attitude of so many of the people across these islands," said Capt George Eatwell RM.

"Despite losing almost every material possession, the fact she is still alive and has her family around her is more than enough for her. Her positive outlook is humbling."

As the marines dropped her off at her temporary shelter with her aid supplies, Mrs Harvey was full of praise for the Brits: "Pass my thanks to the Queen, boys!"

Meanwhile a few hundred miles to the southwest, HMS Ocean was following hot on the heels of Maria.

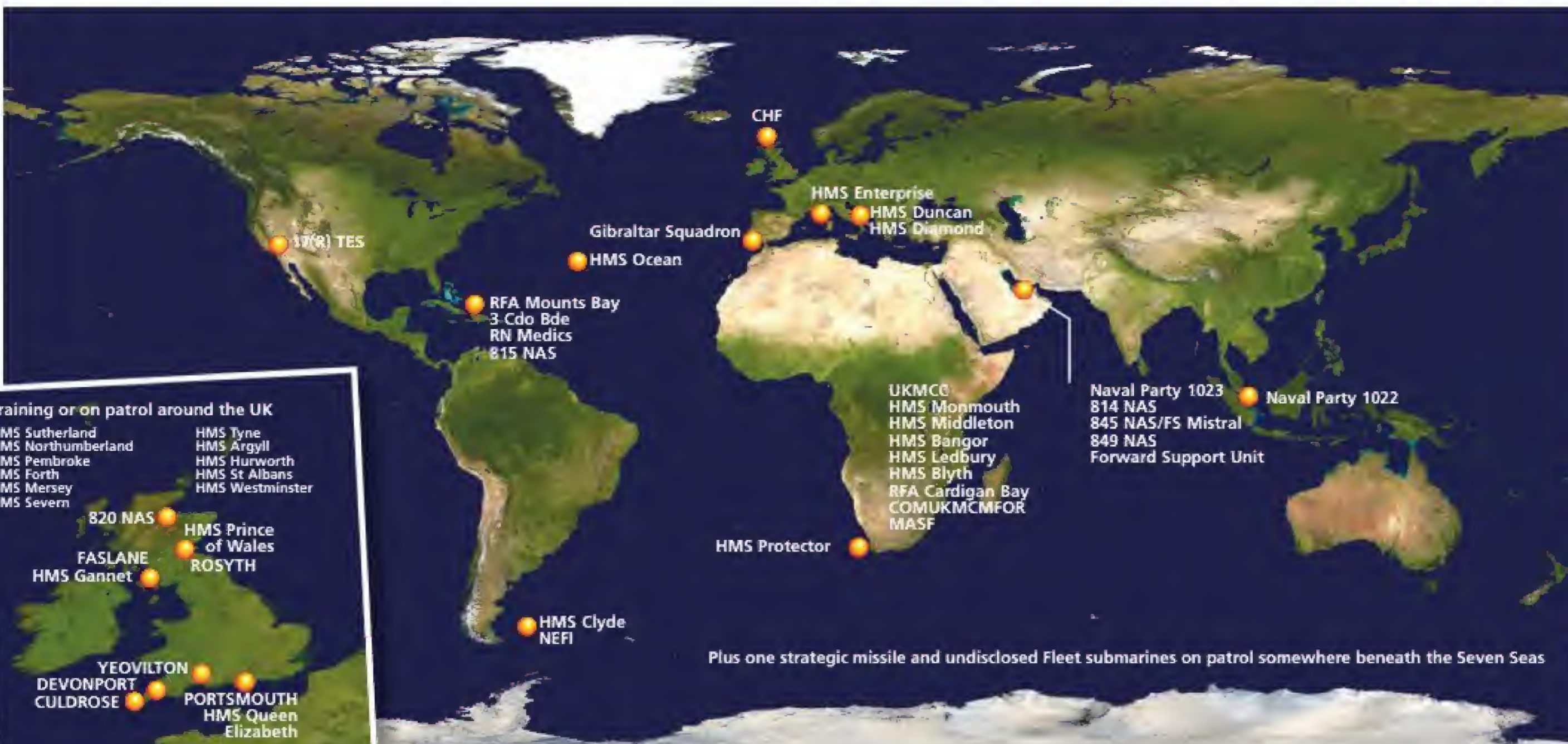
Dispatched to the Med to lead a NATO task group (see page 6), Britain's biggest operational warship was diverted (via Gib, where her hangar was crammed with emergency supplies and pick-up trucks) to provide longer-term help to Britons affected by the storms.

She was due to reach the region as Navy News went to press – so that's a story for our next edition.



Pictures: LPhoto Joel Rouse, 30 Cdo IX Gp and Cpl Darren Legg, JIAG





Plus one strategic missile and undisclosed Fleet submarines on patrol somewhere beneath the Seven Seas

This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month

FLEET FOCUS
Protecting our nation's interests

THE Royal Navy of the future is in the spotlight this month, kicking off with the first firing of the **Sea Ceptor** missile (see page 19). **HMS Argyll** did the honours off the Outer Hebrides, testing the weapon which will replace the ageing **Seawolf**.

Staying in Scotland and all eyes were on **HMS Prince of Wales** at Rosyth (see pages 22 and 27) as the ship's sponsor, the Duchess of Rothesay, officially named the second of the nation's aircraft carriers.

Over on the west coast and the next-generation patrol ship **HMS Forth** headed to sea for the first time (see page 5). The vessel departed Scotstoun for her contractor sea trials.

The Royal Navy has also set out its requirements for the **Type 31e** frigate (see right and page 5). The cheaper, smaller general duty warship is due to enter service from 2023.

From the surface to the deep and the Royal Navy challenged the country's brightest and most talented young scientists and engineers to imagine what a future submarine would look like (see page 11). Those taking part in the **Nautilus 100** project came up with a futuristic mothership able to deploy sensors and weapons that mimic living creatures.

From the new to the old and Britain's first purpose-built carrier, **HMS Hermes**, is flying the Royal Navy standard for the first time in 75 years (see page 21). A team of RN divers paid their respects on the hull of **Hermes**, 200ft below the surface of the Bay of Bengal. She was sunk by Japanese bombers in April 1942.

The last surviving landing craft from the WW2 Normandy Landings, **LCT 7074**, is to undergo restoration before moving to her new home at the D-Day Museum in Portsmouth for the 75th anniversary of Operation Overlord (see page 13).

Heading east along the South Coast and Naval reservists paid their respects to 131 sailors killed at **Chatham** in 1917 (see page 18). German bombers scored two direct hits on the Drill Hall of **HMS Pembroke**, which was being used as makeshift accommodation for 900 men.

In Souda Bay, Crete, sailors and Royal Marines from **HMS Duncan** (see page 21) paid their respects to British personnel buried in the Commonwealth War Graves cemetery.

Back to the present day and all eyes have been on the humanitarian aid role of the Naval Service (see pages 2-3) with **RFA Mounts Bay**, elements of **3 Cdo Bde** and **HMS Ocean** all in or heading for the Caribbean islands hit by hurricanes Irma and Maria. The involvement of all three Armed Forces is the biggest such operation since Typhoon Haiyan hit the Philippines three years ago.

Much further south and the crew of **HMS Clyde** have celebrated the patrol vessel's tenth year in the South Atlantic (see page 9).

In the Med and **HMS Diamond** (see page 6) is taking over as a NATO flagship, relieving her sister ship **Duncan**.

Royal Marines from Y Squadron, **30 Commando Information Exploitation Group** travelled to California (see page 15) to take part in training with their counterparts from the US Marine Corps.

Back to the UK and Royal Navy minehunters **HMS Chiddingfold** and **Penzance** received the warmest of welcomes (see page 16) as they returned to the UK after three years in the Gulf.

Future flagship **HMS Albion** successfully completed her sea trials following her £90m revamp (see page 7) at Devonport.

Personnel from **Commando Helicopter Force** travelled to Scotland for some training with **45 Commando** (see page 20).

Finally, this month we include a pull-out-and-keep poster charting a century of **Royal Navy's aircraft carriers** from 1917 to 2017 (see centre pages).

Frigates will play key role for UK

VIEW FROM THE BRIDGE

IN August, the Prime Minister stood on the flight deck of **HMS Queen Elizabeth** in Portsmouth and spoke of a new, positive, confident role for Britain on the world stage.

That she chose the Royal Navy's newest warship as the venue for such remarks should come as no surprise; as the First Sea Lord said, the success of the carrier project is a triumph of strategic ambition and a lesson for the future.

Now, as we look to leave the European Union and seek new trading partnerships, the development of a new class of General Purpose Frigate – the **Type 31e** – is an opportunity to maintain the momentum in support of our nation's growing global ambition.

The need for a light, flexible, globally-deployable frigate is shaped by the rise of problems like piracy, terrorism and smuggling in the world's cluttered coastal waters, and the requirement to work with our international partners on a long-term basis to ensure the safe passage of global maritime trade.

Although capable of handling itself in a fight, the **Type 31e** will focus on maritime security operations, including the Fleet Ready Escort role at home, our fixed tasks in the South Atlantic, Caribbean and the Gulf and our NATO commitments in the Mediterranean.

With an embarked force of Royal Marines, the **Type 31e** will also work to support disaster relief, counter-terrorism and defence engagement around the world.

In time, and with a growing Fleet, the

Type 31e could be forward deployed to regions like the Asia-Pacific to forge new partnerships with the world's fastest growing economies.

The **Type 31e** will therefore free up the more complex **Type 45** destroyers and **Type 26** frigates for their specialist combat roles as part of the Carrier Strike Group and in support of the Strategic Nuclear Deterrent.

All navies must strike a balance between quantity and quality, and the concept of a balanced fleet is nothing new.

In Nelson's time, a first rate ship-of-the-line like **HMS Victory** was a relative scarcity compared with smaller, lightly-armed frigates. They were fast, manoeuvrable and flew the White Ensign in far-flung corners of the globe. So the **Type 31e** is not going to be a glorified patrol vessel or cut-price corvette, but a credible frigate, and one that reflects the time-honoured standards of the Royal Navy.

But, before we can grow the Fleet, we must first maintain our current force levels, as per the government mandate. Our capable but ageing 13 **Type 23** frigates are split into two variants: those configured for anti-submarine warfare, which will be replaced by the **Type 26**, and those assigned to general purpose duties, which will be replaced by the **Type 31e**. The first

Type 31e frigate must therefore enter service as the first general purpose **Type 23** – **HMS Argyll** – is retired in 2023.

Clearly, this is a demanding timescale, but Sir John Parker's recent report highlighted the unfolding renaissance in UK shipbuilding, while the government's National Shipbuilding Strategy charts a bold and ambitious course toward a more sustainable and competitive industrial sector.

The challenge – and the opportunity – is to develop a design which is credible, affordable and exportable. So there will be necessary trade-offs to keep costs down, but the lower the unit price, the more ships we can buy and the greater the potential for exports.

The Royal Navy could look to sell the **Type 31e** at the mid-point of their lifespan, avoiding the need for costly refits and reinvesting the savings into later batches.

If other navies were to build or buy their own variants then we could cooperate more closely on operations and further reduce costs through combined training and support solutions.

These are hugely exciting prospects. For years, we've watched as the Fleet has become smaller while demands on the Royal Navy have grown. Now, at long last, we have a precious opportunity to reverse this trend.

In the **Type 31e**, the political, industrial and military ambition exists to build a ship capable of supporting the UK's security and prosperity in this new era of global opportunity.





Forth generation

WATCHED by the men and women who built her and shepherded down Glasgow's great artery, the first next-generation patrol ship HMS Forth heads to sea for the first time.

HMS Forth leads a class of five state-of-the-art warships which will act as the RN's eyes and ears around the UK, help to safeguard fishing stocks, reassure and deploy to the Mediterranean and Caribbean if necessary.

Designed for a crew of just under 60 (but needing only 38 crew at any one time to go to sea), the ship departed Scotstoun – where she's spent several months being fitted out – in early September with a maximum number of 110 souls aboard. Every bunk aboard is filled.

Contractors from builders BAE, experts from the military's support organisation DE&S, the RN's equipment trials specialists MCTA and ship's company guided Forth through her 'contractor sea trials' to see how she handles and how the equipment on board performs.

Although she's classed as a Batch 2 River-class offshore patrol vessel, Forth and her sisters – Trent, Medway, Tamar and Spey – are a big leap forward from Tyne, Severn, Mersey and Clyde, which were designed and built 15 years ago.

They're four knots faster, carry a 30mm, not 20mm main gun, two Miniguns, four machine-guns, and two Pacific 24 sea boats.

Each ship is equipped with a flight deck (only Clyde of the first generation craft can host a helicopter) and there's accommodation for up to 50 troops/Royal Marines to support operations ashore if needed.

Junior ratings share six-berth cabins – as on Type

45 destroyers; senior rates and officers will live in two-berth en suite cabins.

Forth, which is affiliated to the historic city of Stirling, also borrows many of the first batch's features – which were revolutionary in RN ships at the time: fixed fire-fighting systems across much of the ship, a computer-controlled machinery monitoring system. The bridge is far more Type 45 (spacious, computerised with interchangeable displays, communications kit) than a rather cramped Type 23 frigate.

"Sailing marks a key moment in the generation of the ship and it is extremely exciting to be on board," said Cdr Bob Laverty, Forth's first CO. "Forth boasts state-of-the-art equipment, and my ship's company have been looking forward to developing their knowledge of the systems on board with their industry counterparts."

The Batch 2s are from the same family as the Batch 1s "but are a completely new design," Lt Tom Sleight, Forth's Navigator, explained.

"The design provides a lot more operational flexibility with the large flight deck and space for the embarked force.

"These ships will be able to conduct all of the fishery protection and domestic security duties currently undertaken by the squadron but will now also provide far more capable ship for deploying overseas such as when Mersey provided support to migrant operations in the Mediterranean or Severn and Mersey on Atlantic Patrol North.

"They are going to be extremely capable ships when compared with their predecessors."

Ship No.2, HMS Medway, has taken Forth's place at Scotstoun for fitting out having been floated down river from Govan in mid-August.



● Babcock's Arrowhead iFrigate design unveiled at the DSEI military trade fair in London last month – a possible solution to the T31e challenge set down by the government?

Export expectations for Type 31e

BUILD five low-cost warships for the price of a single Type 26.

That is the challenge laid down to the shipyards of the land to replace five ageing frigates – and they have just 18 months to come up with ideas.

In the wake of the National Shipbuilding Strategy (see opposite), the MOD and Royal Navy have set out their requirements for the Type 31e frigate, a cheaper, smaller general duty warship which will enter service from 2023.

A price cap of £250m has been placed on each vessel, which must be built in the UK but also attractive to the export market – hence the 31e tag.

The Type 26 'Global Combat Ship' will replace the eight 'souped-up' 23s which are at the forefront of the surface fleet's fight against hostile submarines. The first three ships, led by HMS Glasgow laid down on the Clyde over the summer, will cost the taxpayer £3.7bn.

But there are also five general purpose 23s called on for patrol/security/board and search

duties, rather than hunting what lies below: HMS Lancaster, Argyll, Monmouth, Montrose, and Iron Duke.

They will be replaced by the 31e, crewed by between 80 and 100 men and women. The ship's displacement and dimensions will be determined when the winning bid is selected.

But it must be big enough for a flight deck for a Wildcat helicopter and hangar, anti-aircraft missile system, a medium calibre main gun, space for up to 40 embarked forces and be able to operate for up to a month without the need for resupply.

Most likely, the new ships will be built around the UK in sections, then assembled at one yard – like the new aircraft carriers – spreading work around the country.

Shipyards will also be encouraged to work with firms around the globe to ensure the vessel is competitive on the export market.

Firms are expected to submit their designs in the second quarter of 2018 with the MOD awarding the contract for the first Type 31e in early 2019.



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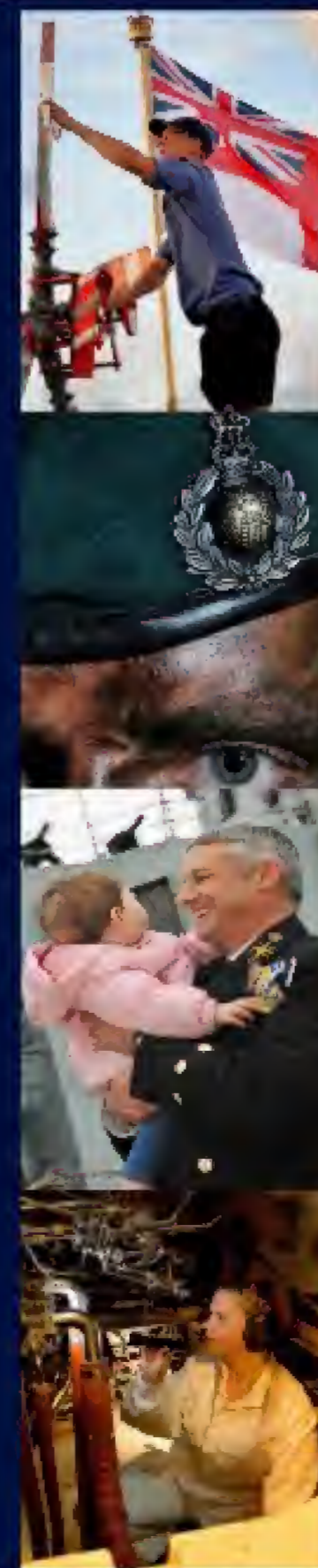
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Enterprise's robot trials

MINEHUNTING mothership HMS Enterprise spent ten days testing the latest robot submersibles.

Enterprise has put her normal survey duties on hold to act as the flagship of NATO's Mediterranean mine warfare group (soon to be joined by Sandown-class vessel HMS Pembroke).

But she hasn't left her roots behind entirely. Off the Ligurian Coast, the star ship embarked an RN trials team with REMUS.

The small torpedo-esque device scans the sea bed on a prescribed route and has been used by RN divers for several years.

The trials team from Portsmouth's specialist autonomous systems unit brought REMUS 100 (which operates at depths up to 100 metres) and REMUS 600 (ditto to 600 metres) to see how the information the device gathers can be shared not just with the operations room team, but other ships in the task group.

The main question was to identify the margin of error in the hydrographic survey completed by REMUS, comparing its results with those obtained by Enterprise's suite of sensors and sonars.

The systems and their operators are staying with the group into October to continue to demonstrate the efficacy of REMUS in the hunt for mines.

The trials off Italy followed a spell in the Adriatic which saw some combined training with the Croatian Navy off Split.

Enterprise worked extensively with the Croatian Navy missile/ fast patrol boat Vukovar as she made her way 200 miles south towards Brindisi in Italy.

Vukovar, not 150ft long and with a crew of only 30, is crammed with firepower – a 57mm main gun, eight Swedish-made anti-ship missiles, depth charges and a couple of 23mm machine-guns.

Whereas the peacefully-minded Enterprise, built to survey the oceans and take scientific readings, isn't: she relies on a couple of Oerlikon 20mm cannon, miniguns and GPMGs to fend off any foe.

As well as some gunnery training against floating targets tossed into the Adriatic, Enterprise practised towing the Croatian craft (ten times lighter displacement) before the British vessel's medical team were called into action (pictured above).

Enterprise's sea boat was lowered into the water with the medical officer, a first aider and life-saving kit and ferried across to the Vukovar to 'treat' a mock casualty.

The last port of call in the Adriatic was Brindisi in Italy. Hitherto, Enterprise had been a flagship without a task group, but that changed as the first ship assigned to the NATO force this autumn, Turkish minehunter Edremit, joined the Briton for the entry into harbour.

While Turks and Brits were getting to know one another, task group commander Cdr Justin Hains visited Brindisi's civic and military leaders, who stressed the importance of the port and maritime trade links in the southern Adriatic.



Sailors end up in Bar

ANYONE been to Montenegro?

Even in today's world of low-cost flights to obscure destinations, we doubt if too many readers have visited one of Europe's smallest countries.

Now add 500 sailors and Royal Marines to that figure.

The tiny Balkan state – the small harbour of Bar, to be precise – was the rare port of call for not one, but two Type 45 destroyers: HMS Duncan (left) and Diamond.

The sisters traded places as flagship of NATO's Standing Maritime Group 2 – Diamond relieving Duncan, which has steered the ever-changing flotilla since late spring in the Black Sea, Marmara, Aegean and Med.

It's the task of the group – which comprises patrol ships, frigates and destroyers – currently Diamond, France's La Fayette and Greece's Limnos – to patrol the waters between the Pillars of Hercules and the shores of the Levant, responding to international crises, curbing illegal migration and underlining the case for the alliance in the many ports and nations visited.

Like Bar, where the warships hosted local

groups, youngsters especially, and their crews took to the sports field during a five-day stopover.

It should have been HMS Ocean here, taking the baton from Duncan, which has led the force since June – and is earmarked to command it again in the new year.

But with the helicopter carrier diverted to the Caribbean to assist the hurricane relief effort (see pages 2-3), Diamond was asked to step into the breach as NATO flagship.

So Commodore James Morley lowered his flag on D37 and moved kit and kaboodle with his staff over to D34.

"It is an enormous privilege to take over as flagship to a task group which is so important to the security of the UK and our NATO allies," said Cdr Ben Keith, D34's Commanding Officer.

"It's an important task, one which ultimately helps keep Britain safe as we work around the clock to guard the oceans and put a stop to those who might otherwise do harm."

Diamond was due to make for the Middle East for a nine-month deployment monitoring the skies with her unparalleled

radar/command suite and sweeping the Indian Ocean for criminal activity as part of the international force committed to maritime security operations east of Suez.

The temporary change of mission means a more varied programme and some unusual port visits.

Before Bar there was a brief call at Gibraltar – long enough in the latter to allow the ship's company to join in 50th anniversary celebrations of the 1967 referendum when Gibraltarians voted unanimously to remain British, while the more adventurously-minded sailors/marines got up early to race to the top of the Rock.

Upon leaving the naval base, the destroyer carried out a combined patrol of territorial waters with patrol boats HMS Sabre and Scimitar of the Gibraltar Squadron.

And later that day, in the darkness of night in the western Med, Ocean and Diamond passed each other one mile apart; Mighty O heading for Gib to load aid supplies, Diamond bound for Valletta. The gloom was penetrated by the flashes of one of the destroyer's Aldis lamps: *Fantastic to see you, heading somewhere really important. Good luck for your tasking.*

Come in F239, your time is up – for now

FIVE years of near non-stop action for the men and women of HMS Richmond are up as the frigate becomes the latest Type 23 to undergo a massive later-life revamp.

The ship slipped out of Portsmouth bound for Devonport where she'll spend around two years in the hands of the engineers at Babcock who'll soup up the 4,500-tonne warship to allow her to serve into the 2030s.

While many of the improvements, refurbishment and enhancements are typical as part of the refit – such as ripping out Seawolf and installing its successor Sea Ceptor, fitting new sensors and updating software – others are not.

Richmond is the first in

her class to receive a set of four new Rolls-Royce MTU diesel generators, collectively producing more than 6,500kW of power – or the equivalent of 8,700 horses.

Richmond emerged from her last refit at the beginning of June 2012 since when (deep breath) she's gone through three commanding officers, two spells of Operational Sea Training, two deployments (six months in the South Atlantic, nine in the Middle East), visited more than 35 different ports (including two stops in London, Brest and Gibraltar), been activated three times as Fleet Ready Escort, locked horns with one group of potential submarine commanders on the Perisher course, hunted submarines

with the French (Exercise Deep Blue) and the Indians (Exercise Konkan), rescued migrants in the Med, hosted the Prince of Wales and his second cousin Prince Michael of Kent, celebrated the achievements of war heroes at the 70th anniversary of D-Day and 100th anniversary of American troops arriving in France, remembered the day when the Dutch gave us a bloody nose in the Battle of the Medway, and added 154,632 nautical miles (178,000 miles or three quarters of the distance from the earth to the moon).

Her last act before arriving in Devonport was to work with RFA Fort Rosalie to assist the auxiliary in her pre-deployment training.

"In just over five years since

her last refit, Richmond has accomplished a huge amount," said Cdr Antony Crabb, the frigate's current CO.

"From the freezing South Atlantic to the sweltering Gulf and everywhere in between, Richmond can be extremely proud of her service."

"Taking the ship to Devonport for a refit that will see her updated and modernised for many more years of service was a poignant moment."

Picture: LPhoto Kyle Heller



Fish (ship) out of water

EVER wondered what a Batch 1 River-class patrol ship looks like out of the water in a Falmouth dry dock in the dark?

Here's HMS Tyne to scratch that rather niche itch, courtesy of her first time out of the water in five years...

The fishery patrol vessel needed an intense seven-week maintenance period, carried out by A&P, BAE and the ship's company – the latter as much fish out of water as Tyne herself.

Since the spring, Tyne has been in the hands of minehunter sailors – Crew 6 from 2nd MCM Squadron.

With a new batch of River-class ships entering service, HMS Tyne's original crew took charge of HMS Forth (currently on sea trials), and MCM2 Crew 6 took their place as HMS Atherstone was undergoing refit.

Aside from the regular fishery protection patrols around the UK, the minehunter sailors found themselves overseeing an anchor-to-antennas overhaul of Tyne.

It included a complete re-spraying of the ship's hull and superstructure and an overhaul of her shafts and propellers – all completed while rotating the entire ship's company through their annual summer leave.

"I am extremely proud of what my crew achieved over seven weeks to get HMS Tyne ready to resume operations," said CO Lt Cdr Peter Barfoot.

"This is especially so as there has only been half of the ship's company on board at any one time."

"Tyne is now in great shape to continue her tasking into the future."

After a series of engineering trials and team training Tyne has returned to Portsmouth.

Interceptors arrive in Gib

THREE new high-speed interceptor vessels have been delivered to the marine section of the Gibraltar Defence Police.

The interceptors have been named after three Gibraltar Services Police officers who died 75 years ago in an explosion in Tangiers.

A future maintenance facility will be named after another officer who died on that day, Sgt Henning.

The vessels, which feature state-of-the-art navigational and safety equipment, were fitted out by South Boats Ltd on the Isle of Wight.

The largest vessel, the Charles Curtis, is a 44ft fast interceptor. The Abraham Attias is smaller and is powered by three 300hp outboard engines. The Stephen McKillop is powered by two inboard diesel engines delivering propulsion via twin jets.

Relatives of the officers killed at Tangiers were present at the handing-over ceremony.

Tributes to the eight new fallen

EIGHT new names have been added to the Armed Forces Memorial in Staffordshire.

The annual service of dedication at the National Memorial Arboretum honoured the Servicemen and women who have died over the past 12 months.

This year it fell to the Royal Navy and Royal Marines to provide the Guard of Honour and street-lining party, with the Chaplain of the Fleet the Venerable Ian Wheatley leading the service of thanksgiving and remembrance.

Senior representatives of the three Armed Forces – Rear Admiral Richard Stokes, Major General Paul Nanson and Air Vice Marshal Mike Wigston – read out the names of the fallen.

Last year, the Naval family lost Joseph Wright and Clifford Williams; the Army Joshua Hoole, Anthony Oxley, Peter Cluff and Salasi Vakalaca, and the RAF Alexandre Parr. The name of RAF reservist Susan Soutar, killed in a road accident in 2007, was also added to the memorial list by stonemason Nick Hindle.

Wreaths were laid for all eight, both by families and serving personnel.

The eight fallen join a roll of honour which now records the names of more than 16,000 men and women.

First unveiled by the Queen in 2007, the monument remembers everyone who died while serving their country since the end of World War 2 – whether in the line of duty such as in the Falklands, Afghanistan and Iraq, in military accidents, or from diseases, illness, road accidents or other causes.

PICTURE: LPhoto Iggy Roberts



Milestone for bonny Clyde

SAILORS aboard HMS Clyde have been marking the patrol vessel's tenth anniversary in the South Atlantic.

Commissioned in July 2007, Clyde left Portsmouth the following month bound for the Falkland Islands – and has been a near-constant presence in the area ever since.

She has only left her South Atlantic operating area twice, travelling to Simon's Town in South Africa for her five-year engineering maintenance packages.

Having made the 4,300nm journey back across the South Atlantic earlier this year, following her most recent docking, Clyde has clocked up a total of 295,483nm, just short of 12 times around the Equator, so far during her service in the Royal Navy (with her crew consuming more than 15,000 cups of tea).

Commanding Officer Lt Cdr James Reynolds said: "As the 22nd in a proud line of captains, it's an honour to command the Falkland Islands Patrol Vessel that is so well known around the islands, and you can tell that people have become attached to her over the years.

"During our regular patrols and visits to outlying settlements, the people we meet are always asking after the ship and her ship's company and sharing memories of previous visits, and it is clear she has left



her mark with many."

Her ship's company, who rotate every six months, celebrated the occasion in traditional fashion with a cake baked by Leading Chef Andrew Paice, newly-arrived Chef Ryan Luxford and a little artistic input from the ship's Operations Officer, Lt Emily Witcher.

The delicious cake, which didn't last long, was cut by the youngest sailor onboard, ET Ross Baillie, who is on his first deployment with the RN.

Ross said: "In my first deployment since joining the Royal Navy as a communications specialist, I didn't expect to be landing on untouched beaches, shared only by seals and penguins, or working so closely with the Army and RAF

on a daily basis.

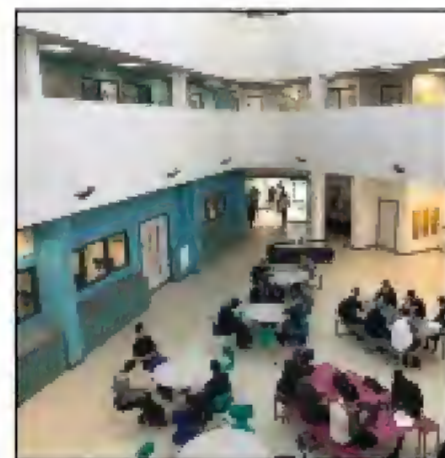
"Serving in Clyde has been a fantastic introduction to Navy life, and operating around the Falklands has provided many unique opportunities. I am looking forward to going to South Georgia later this year."

The patrol vessel's longest-serving member, PO Mo Morris – the only member of the Fleet Air Arm embarked – is on his sixth tour, having spent three years of his career onboard.

"To be part of such a great team is a real privilege," he said.

"I have served in aircraft carriers and HMS Ocean, but for me operating in the Falkland Islands is fantastic. There is no other place in the world where you get to work and train alongside the Army and Royal Air Force; it will be the highlight of my career."

Engineering college opens



THE first 140 students are knuckling down to learning at a brand-new Royal Navy-backed engineering college in Portsmouth.

The £10m University Technical College, pictured left, in the northern suburb of Hilsae, is designed to give the nation and Royal Navy the engineers of tomorrow.

The emphasis is on teaching students – whose numbers will eventually rise to 600 – electrical and mechanical engineering and advanced manufacturing, alongside core GCSE subjects for 14 to 16 year-olds and a range of options including Level 3 engineering NVQs and A Levels for those over 16.

Admissions for Year 10 (first-year GCSE) were over-

subscribed by more than 50 per cent.

First Sea Lord Admiral Sir Philip Jones hailed the initiative as 'state of the art', providing "the local and national economy with 150 science, technology, engineering and mathematics students every year" when speaking at the DSEI military trade fair in London.

Students will also receive leadership training at HMS Collingwood at Fareham and undertake visits to bases and warships to see how technology is applied.

The school day, which is based on a working day, is employer-led and includes enrichment activities.

For more information, see www.utportsmouth.org

Mission possible for pilots

FLEET Air Arm F-35B pilots have teamed up with fellow airmen from Italy and the Netherlands for the first coalition mission trials.

Along with pilots from the RAF, the airmen took part in a series of complex scenarios over land and sea.

The pilots flew the F-35 strike fighters from desktop simulators – supplied by Lockheed Martin – at BAE Systems' site in Samlesbury, near Preston.

Linking into the live scenario from another site, a Joint Terminal Attack Controller (JTAC) identified nearby ground threats from a hilltop position and requested close-air support for coalition troops under fire.

The request was coordinated through a simulated Air Support Operations Centre and passed to two Royal Navy Sea King aircrew, who provided command and control directions to the F-35 pilots.

As they approached the target area the pilots checked in with JTAC before completing their missions.



Tony Hall, F-35 Programme Manager for the trials at BAE Systems, said: "It's been great to welcome F-35 pilots from other nations to our facilities for the first time.

"Giving them a taster of the complex missions we can conduct in a synthetic environment and the challenges they may face has been very useful.

"It's a great example of collaboration across the programme and we are already looking forward to welcoming these pilots and those of other F-35 partner nations back for further trials."

The aim of the overall trials programme is to progressively evaluate the Lightning II – specifically the command and control and intelligence, surveillance and reconnaissance – ahead of reaching initial operating capability.

The UK's first F-35B aircraft are due to arrive at RAF Marham in Norfolk next summer, and HMS Queen Elizabeth is expected to embark her first Lightning II jets next year.

Freeview launch for Forces TV channel

FORCES TV is marking its launch on Freeview this month.

A new series of factual military programmes, featuring Armed Forces in Afghanistan, Women in the US Marines Corps and UK veterans training

South African game reserve wardens, is being aired to mark the launch.

The service is available on Freeview Channel 96. Forces News programmes at 5.30pm and 6.30pm daily will continue to be aired.

Warrior hosts patron

VICTORIAN warship HMS Warrior marked the 30th anniversary of her return to Portsmouth with a royal visit.

The ironclad's patron Princess Alexandra was updated on the ship's restoration project, met members of staff and enjoyed a celebratory cake.

She last visited in 2015 to formally launch a Heritage Lottery Funded project to conserve and repair the bulwarks and water bar on the deck. The 18-month, £2.6 million project is expected to be complete by Easter 2018.

HMS Warrior made a triumphant return to Portsmouth in 1987 following her restoration in Hartlepool.

Professor Dominic Tweddle, Director General of the National Museum of the Royal Navy, said: "We are very lucky that Princess Alexandra is very supportive of our work onboard and that we were able to show that the project is really progressing. Our visitors are fascinated to see the expert shipwrights at work."

In March 1863, Warrior escorted the royal yacht that bought the princess's great-grandmother, Princess Alexandra of Denmark, to Britain to marry the Prince of Wales.

Princess Alexandra of Denmark requested that the Admiral Sir Michael Seymour convey that "she was much pleased" with the conduct of the ship's crew.

The message was engraved on a brass plate fitted to the ship's wheel and can still be seen there today.

Tidesurge ceremony

THE third of the Royal Fleet Auxiliary's new Tide-class tankers has been formally named.

RFA Tidesurge was named by her sponsor Mrs Joanna Woodcock, whose husband is Second Sea Lord Vice Admiral Jonathan Woodcock, at a ceremony in the South Korean shipyard where the vessels are built.

The 39,000-tonne tankers, designed to support HMS Queen Elizabeth and her sister HMS Prince of Wales, are capable of carrying up to 19,000 cubic metres of fuel and 1,400 cubic metres of fresh water.

The first tanker, RFA Tidespring, is currently undergoing sea trials, having been fitted out at A&P Group's Falmouth yard.

The second of the class, RFA Tidesurge is on her way to Falmouth, while the fourth, Tidesurge, is currently under construction.

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Natural selection

OUT of the blue gloom of the ocean depths glides a familiar shape – that of a gigantic manta ray.

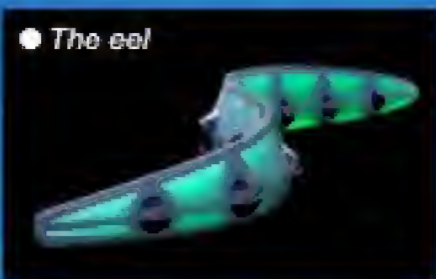
Barely visible against the bulk of the ray are a cluster of eel-like creatures, effortlessly sliding through the water with a graceful, rhythmic motion.

Closer to the surface, in the turbulent, broken layer of wind and wave, darts a small shoal of stubby, blunt-nosed flying fish, some making short leaps from the water, others diving deeper to the relative calm.

But don't expect the hushed tones of David Attenborough; this is not a sequence from a wildlife documentary, but a glimpse at the possibilities of underwater warfare in the latter half of this century.

What we have is a crewed mothership shaped like a manta ray, releasing unmanned eel-like vessels equipped with sensor pods which dissolve on demand to avoid enemy detection, and fish-shaped torpedoes sent to swarm against enemy targets.

Man has



● The eel

been plumbing the depths in fighting machines for little over a century, copying designs and learning lessons from the creatures which have been adapting and thriving for millions of years.

The latest concepts were created by UKNEST, a not-for-profit organisation which promotes science, engineering and technology for UK naval design.

More than 20 of the country's brightest and most talented young scientists and engineers were involved in the Nautilus 100 project – USS Nautilus, the first operational nuclear-powered submarine, was built and commissioned in the 1950s, and this project looks a century beyond that landmark.

They were challenged by the Royal Navy to imagine what a future submarine would look like and how it would be used to keep Britain safe in decades to

come.

Unlike the submarines of today, which perform multiple roles in one hull, it is envisaged that the Royal Navy of the future would operate a family of submarines of various shapes and sizes, both manned and unmanned, to fulfil a variety of tasks.

The whale shark/manta ray-shaped mothership would be built from super-strong alloys and acrylics, with surfaces which can morph in shape.

With hybrid algae-electric cruising power and propulsion technology including tunnel drives which work in a similar fashion to a Dyson bladeless fan, the submarine could cruise effortlessly at 30 knots, and a battery system would allow short bursts of speed of up to 150 knots, making use of a laser system to create a cloak of air bubbles around the boat.

Water-thin smart 'scales' would coat the hull, reducing drag and acoustic signature, and it could operate at depths greater than 1,000m.

Precise movements of the submarine would be achieved by flexible 'wing tips', and the crew of 20 would use a neural interface to control systems through thought.

Cdr Peter Pipkin, the Royal Navy's Fleet Robotics Officer,



● The flying fish

said: "With more than 70 per cent of the planet's surface covered by water, the oceans remain one of the world's great mysteries and untapped resources.

"It's predicted that in 50 years' time there will be more competition between nations to live and work at sea or under it.

"So it's with this in mind that the Royal Navy is looking at its future role, and how it will be best equipped to protect Britain's interests around the globe.

"Today's Royal Navy is one of the most technologically advanced forces in the world, and that's because we have always sought to think differently and come up with ideas that challenge traditional thinking.

"If only ten per cent of these ideas become reality, it will put us at the cutting edge of future warfare and defence operations."

One of the people invited to help 'visioneer' a new submarine fleet for the future Navy was Gemma Jefferies, 21, from Bristol.

The science and engineering graduates and apprentices, aged 16-34, took the complex systems required by an advanced submarine and applied the latest technological ideas to make them easier to construct, cheaper to run, and more deadly in battle.

Gemma, an engineering assistant with L3 Marine Systems UK, said: "It was amazing to see a whole manner of disciplines coming together in this project.

"It was great to let our imaginations run with crazy ideas – some that may not actually be considered science fiction in the near future."

Other organisations that took part in the project included Atlas Elektronik, Babcock, BAE Systems, BMT, DSTL, Lockheed Martin, the MOD, QinetiQ, Rolls-Royce, SAAB Seeye and Thales.

Minister for Defence Procurement Harriett Baldwin said: "These remarkable designs display the great promise of our young engineers and scientists and the great ambition of the

Royal Navy.

"This kind of innovation is at the heart of defence and the UK's world-leading capability.

"That's why we are using our rising budget to invest in high-tech capability to keep our Armed Forces at the cutting-edge, and our £800 million Innovation Fund aims to take advantage of exactly these kinds of futuristic ideas."

Rear Admiral Tim Hodgson, the Ministry of Defence's Director of Submarine Capability, said: "We want to encourage our engineers of the future to be bold, think radically and push boundaries.

"From Nelson's tactics at the Battle of Trafalgar to Fisher's revolutionary Dreadnought battleships, the Royal Navy's success has always rested on a combination of technology and human skill.

"The pace of global innovation is only going to increase, so for the UK to be a leader in this race it needs to maintain its leadership in skills and technology.

"Hopefully this project has inspired the next generation of British scientists to be bold in their ambitions and I congratulate them for their inspiring work."

Fake fish and sticky weapons

THE futuristic mothership (left) would deploy sensors and weapons that mimic living creatures.

Flying fish drones would replace traditional torpedo and missile systems, surfacing, flying and diving to avoid radar or sonar, using microturbines in flight and batteries under the water.

Payloads would vary from explosives to electromagnetic pulse transmitters.

Eel UUVs (unmanned underwater vehicles) would be the main sensor and secondary-weapon carriers.

Operating autonomously, hundreds of miles from the mothership in complete silence, they would use an eel-like motion to move, rendering them virtually invisible to sensors.

Once in position, eels would eject sensor pods, using blue-green laser energy to communicate with each other, forming a network over thousands of square miles.

Sensors could pick up sounds or electromagnetic disturbances, using data and artificial intelligence to 'plan' attacks or defensive measures.

Microdrones launched from eels would be created using saltwater-soluble polymers, like those used in washing machine liquid tabs, dissolving after a predetermined period.

Pods could produce a stream of sensors/drones using 3D printing by gathering biological material from the ocean and using it to build new sensors.

Swarms of micro UUVs could escort foreign vessels in home waters, or form defensive screens around valuable assets.

In a semi-dissolved state they would become sticky, and could be directed to enemy vessels, gumming up water intakes to put the vessel out of action.





ANOTHER month in the Great War, another exploit in the realm of naval aviation.

From a mini 'flight deck' built on top of HMS Repulse's Y Turret, Frederick Rutland takes off in a Sopwith Pup fighter.

It was just two months since Edwin Dunning had landed on a moving warship – the prototype carrier HMS Furious in Scapa Flow.

Furious was still very much a work in progress – a hybrid battlecruiser-cum-carrier, certainly not ready for front-line action.

But by late 1917, the Admiralty realised that air power would play a key role in any future naval engagement.

If there wasn't an aircraft carrier available, what might plug the gap?

Enter Flt Cdr Frederick Rutland – 'Rutland of Jutland', a national hero for his brief exploits in the opening moments of the titanic clash of dreadnoughts.

His flight lasted just 30 minutes, but made history: for the first time an aircraft had been used to find an enemy battlefleet.

Breakdowns and failures in communication meant Rutland's sighting of the Germans didn't give the Grand Fleet the edge that day. It did, however, earn him the DSC.

And before the battle was over he added the Albert Medal in Gold

to his tally of decorations after jumping into the North Sea to save a sailor from crippled cruiser HMS Warrior.

He remained at the forefront of pioneering aviation, however, and another experiment to give ships wings.

In the spring of 1917, Rutland lifted off from the deck of the seaplane carrier Manxman after a run-up of just 20ft.

It was not a fluke, he argued. With 20kts of wind over the deck, he could take off in just 15ft in a Sopwith Pup – the premier British fighter of the day.

A 45ft 'flying platform' was built over one of the gun turrets on the cruiser Yarmouth. Rutland took off in 20ft.

It wasn't just Rutland achieving the seemingly impossible; pilots were repeatedly accomplishing the same feat aboard the Manxman.

Cruisers across the Grand Fleet began to receive the wooden launch platforms and Sopwiths to conduct either anti-submarine patrols, or bring down any Zeppelins or German bombers they encountered.

Within a couple of months, HMS Yarmouth scored her first success; airship L23 was brought down by the cruiser's Pup, flown by Flt Sub Lt B A Smart.

For the pilots, these missions were one-way trips; they either returned to land, or ditched and awaited rescue by their mother ship.

After the cruisers came the dreadnoughts.

On the first day of October 1917,

a launch ramp was fitted to the 15in B Turret of new battlecruiser HMS Repulse.

Once again it was Rutland in the cockpit of a Pup. Once again he lifted off the ramp with ease.

A few days later – pictured in this sequence of images held by the Imperial War Museum – Rutland repeated the stunt, this time from Y Turret, just aft of Repulse's superstructure.

The launch ramp was here to stay; by the war's end nearly 50 ships had been equipped.

Rutland, however, returned to carrier development and continuing experiments to land and take off from moving warships.

Landing was proving far more difficult than taking off – bringing an aircraft travelling at 40mph to a stop before the flight deck ran out.

Sailors had simply grabbed hold of the first aircraft to touch down on the deck of HMS Furious. When they failed to control the fighter a few days later, however, it toppled over the side and pioneering aviator Dunning was killed.

Among the various ideas tested to prevent a repeat were ski-plank undercarriages and a series of arrestor wires strung across Furious' short flight deck.

Rutland climbed into one such modified Pup for a test flight, only for the ski undercarriage to get stuck in rutting on the deck, throwing the

aircraft up in the air and over the side.

The pilot had the presence of mind to unstrap himself and drop into the water... before the aircraft landed on top of him. Next he had to avoid being churned up by Furious' propellers before surfacing and awaiting rescue.

In April 1918, like all naval aviators, Rutland transferred to the RAF. He stayed with the world's first independent air force long enough to see HMS Furious fully converted to a flush-deck carrier, joined by HMS Argus.

But he did not wait for the world's first purpose-built aircraft carrier – HMS Hermes – to enter service.

With the RAF paying little more than lip service to carrier aviation in the new world order, Rutland resigned his commission – and found a nation which valued his expertise and experience: Japan.

Innovators in the Imperial Japanese Navy realised the carrier was key to dominance of the Pacific. While the British repeatedly changed the design of Hermes, Tokyo designed, built and commissioned Hoshō in just two years. She was in service well over a year before HMS Hermes.

Even though Japan remained an ally of Britain – the two nations fought side-by-side in the Far East in the Great War – Rutland raised eyebrows when he accepted a job with industrial giant Mitsubishi.

Rutland would advise the Japanese on landing aircraft on carriers and

other aviation matters for a decade before moving to the USA to found an import-export business.

US intelligence was convinced the firm was a front for Japanese espionage in America.

They were right. The Japanese paid the man they codenamed *Shinkawa* – New River – handsomely (in today's money upwards of £4m, plus a six-figure annual salary) to organise spies to monitor the movements of the US Pacific Fleet.

The spy network collapsed in June 1941 when one of Rutland's contacts, a middle-ranking Japanese naval officer, was arrested by the FBI. The Brit was returned to his mother country who chose not to prosecute a potential traitor – as a WW1 hero the scandal would be too great. One of his interrogators on his return was one Anthony Blunt.

Instead, Frederick Rutland was locked up for a couple of years as a suspected enemy sympathiser before finally being released.

He never returned to the USA, where his second wife and son remained throughout his incarceration, and took his own life at the beginning of 1949 aged 62.

These photographs (Q 65579 through Q 65584) are a few of more than ten million held by the Imperial War Museum. They can be viewed or purchased at www.iwm.org.uk/collections/photographs, or by calling 0207 416 5309.



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D-Day survivor to be restored for anniversary

THE LAST surviving landing craft from the WW2 Normandy Landings is to be a key attraction at the revamped D-Day Museum in Portsmouth.

Landing Craft Tank 7074 is to benefit from a National Lottery grant of £4.7m which will fund her repairs and enable the vessel to go on display for the 75th anniversary of the landings in 2019.

The LCT was one of 7,000 ships and craft which took 160,000 soldiers to the beaches of Normandy for Operation Neptune, the Naval element of Operation Overlord.

More than 800 LCTs, each able to carry ten tanks or equivalent armoured vehicles, took part in the landings, the largest amphibious operation in history.

Records show that LCT 7074 took captured Ukrainian and Polish conscripts serving with the German army from France to the UK.

The D-Day Museum, currently undergoing a refurbishment in time for next year's reopening, tells the story of Operation Overlord.

It will be the first time that an LCT will have gone on display at the museum, an affiliate of the National Museum of the Royal Navy, which acquired LCT 7074 three years ago.

Sir Peter Luff, Chair of the Heritage Lottery Fund, said: "The importance of the Normandy landings is very well understood, but as the years pass it becomes harder for people to appreciate just how much technological innovation they demanded."

"Without the development of the Landing Craft Tank earlier in the Second World War, it is difficult to see how D-Day could have succeeded."

"Now, once LCT 7074 has been restored to her original appearance, thanks to the National Lottery, the stories of those she carried on Operation

17th Flotilla			
Index No.	L.C.T.	Fleet No.	Index
3515	7079	22	350
3517	7074	24	350
3518	7076	26	351
3519	7052	28	351
3520	7067	30	351
3521	7059	32	351
3522	7071	34	351
3523	7051	36	351

Squadron Commander will embark in L.C.T. 7074

Official records for Operation Neptune includes the role of the LCT as part of the 17th Flotilla

Neptune can be brought vividly to life.

"It's fitting that National Lottery money is enabling the National Museum of the Royal Navy to work with surviving veterans to record and share their memories of this genuinely historic operation in time for the 75th anniversary in 2019."

Nick Hewitt, Head of Exhibitions and Collections at The National Museum of the Royal Navy, said: "We are incredibly grateful to The National Lottery for its support in securing a sustainable future for this exceptional survivor, completing the conservation that began with salvage in 2014, and showcasing her outside and alongside the new D-Day Museum, our project partner."

"This puts 7074 in the city's heart, engaging a potential 4.5 million annual users of Southsea Common with the story of the ship and her people; it puts her D-Day story – which uniquely links



Above: Ukrainian and Polish conscripts wait to be transported to the UK; Below left, LCT 7074 during WW2; Below right, LCT 7074 as she looks prior to her restoration



sea and land – in context for museum visitors and ensures she survives for future generations."

LCT 7074 will be taken apart and re-assembled so it can be properly catalogued. Conservation work will be undertaken on its hull, superstructure and interior spaces which weigh in at 350 tons.

The D-Day Museum's two tanks will also go through a similar process and be displayed on the tank deck of the LCT. Helping expert conservators



with this work will be 40 volunteers and two apprentices.

A range of activities, including community roadshows and pop-up museums, will help create interest in the new display and its significance to WW2.

The transcript of the D-Day diary of Sub Lt John Baggott, a 20-year-old trainee who commanded LCT 7074, will also be on display at the museum, along with narratives and photos of other D-Day veterans.

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RADIO STARS MAKE WAVES

Y TIMES two equals plenty of energy.

Well it did when two elite electronic warfare units joined forces for an exercise in the USA.

Royal Marines personnel left their Plymouth home to take part in training with their counterparts from the United States Marine Corps.

The men of Y Squadron, 30 Commando Information Exploitation Group, took part in a six-week exercise with the 2nd Radio Battalion at Twentynine Palms in the golden state of California.

Y Squadron are the communications technicians of 3 Commando Brigade and have a close relationship with their counterparts, known informally as RadBn, from Camp Lejeune in North Carolina.

Both units are experts in intercepting mobile phone, radio or the transmission of signals to provide intelligence to frontline troops.

The relationship between 30 Cdo and RadBn was established more than 30 years ago and sees regular exercises take place around the world.

This year's training focussed on the electronic warfare kit used by both the UK and USA and to understand the subtle differences in the way the two forces operate.

The training culminated in an exercise in the sweltering temperatures of California's Mojave Desert - the daily average for September and October tops 30°C.

Scenarios were played out on the USMC's 1,100 square

mile all-terrain exercise area near the town of Twentynine Palms - a space eight times larger than Salisbury Plain - to allow unparalleled use of firepower in training.

The temperature gauge regularly exceeded 43°C during the exercise, adding another challenge to the training.

"The training we are undertaking and the complexity of the environment makes for a very realistic exercise," said Sgt Luke McHamilton of 30 Cdo IXG.

"Understanding how our partners operate and having a solid working knowledge of their equipment and procedures is vital," he added.

Twentynine Palms is home to the Marine Corps Air Ground Combat Centre and as well as live fire exercises, artillery tank and close-air support training, features a 'Combat Town'.

The village, complete with homes and stores, covers two acres and includes an 'IED Alley'.

The area features steeply-sloped mountains and flat valleys running northwest-southeast, with elevations ranging from 1,800ft to 4,500ft above sea level. The training area is also characterized by ancient lava flows, as well as dry lake beds and arroyos (or wadis) that fill quickly during rain, presenting the danger of powerful floods and washouts that can move armoured vehicles.

Many abandoned mines dot the terrain, as well as



unexploded ordnance and shrapnel.

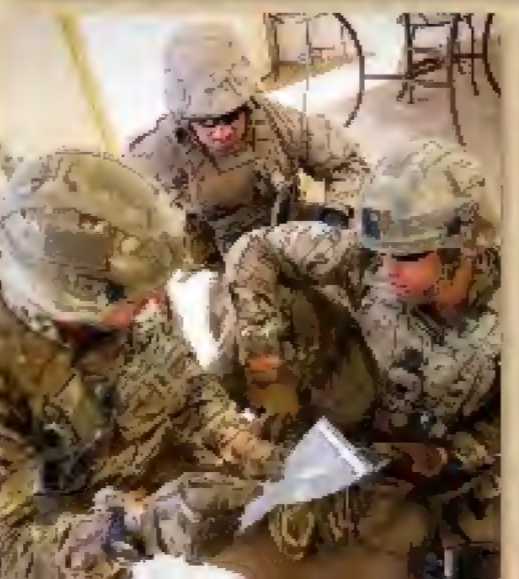
2nd RadBn is the oldest of the USA's radio battalions, having been established in 1943, and supports the II Marine Expeditionary Force.

The Royal Marines and USMC have many exchange programmes, one of which sees an SNCO from Y Squadron swap jobs with an officer from 2nd Radio Battalion annually. The partners also complete each other's operators' course in their respective countries.

Elements of 3 Cdo Bde regularly operate with the USMC and the exercise was seen as being crucial in promoting deeper relationships.

● Main image, L/Cpl Ryan Miller, left, and L/Cpl Craig Burgoyne prepare to enter a property in Combat Town, Twentynine Palms; Right, a member of 2nd RadBn advances alongside an armoured vehicle; Below left, Sgt Michael Drago and Sgt Luke McHamilton in front of a vehicle in the Mojave Desert; Bottom row, Marines from Y Squadron work with their counterparts from 2nd RadBn during the exercise in California

Pictures: LPhoto Joel Rouse





Warm welcomes for Chid and Penzance Home are the hunters

THEY don't spend much time in home waters so it was only fair that two Royal Navy minehunters received the warmest of welcomes as they returned to their home ports.

HMS Chiddingfold and Penzance returned to Portsmouth and Faslane respectively after three years on duty in the Gulf, where they comprised half of the UK Mine Countermeasures force.

The 7,000-mile journey home, which took six weeks, saw the warships visit ten countries and work with four different nations at sea.

Wellwishers flocked onto Round Tower to greet the Cheery Chid as she made her way into Portsmouth, where hundreds of loved ones were waiting.

Minehunter crews rotate, spending around eight months at a time in the Gulf where four minehunters permanently are based in Bahrain.

The CO of the Hunt-class ship, Lt Cdr David Louis, said: "We have been very lucky to be the crew that brings HMS Chiddingfold back to her home port. It is a beautiful day and lovely to see all our friends and family who we have missed so much while we were away."

Nearly 400 miles north, Penzance was making her way into Faslane. Sailing the Sandown-class ship – which has spent more than 7,500 hours at sea and sailed more than 34,000 miles – as she made her way up the Gare Loch were Crew 1 from Faslane's First Mine Counter Measures Squadron (MCM1) who have served with the vessel for the past eight months.

During their return home, family members and friends gathered at the Faslane dockside to provide an emotional welcome. A lone piper played from the deck of the minehunter as she berthed alongside while a touch of musical pageantry was provided by the Royal Armoured Corps Band.

It was a particularly special occasion for PO(MW) Mark Titman, 34, from Sheffield. As the ship berthed, banners on the deck proclaimed his love for his partner, 32-year-old Laura Campbell from Glasgow, who awaited his return.

First down the gangway, Mark got on one knee to propose to Laura.

"My daughter was born just prior to the deployment and was just four weeks old when I left," said Mark. "I am proud to be able to do my job and even more proud of the way that my partner Laura has coped in bringing up our daughter. It leaves me in no doubt whatsoever that she is the perfect woman for me."

In January this year, Chiddingfold and Penzance joined forces with the USA, Australia, France and Italy for exercises in the Gulf, testing their expertise in locating underwater explosives.

Working alongside HMS Bangor, Daring and command ship RFA Lyme Bay, the minehunters helped clear an exercise minefield, making use of unmanned underwater vehicles, divers, helicopters and other specialist equipment in challenging conditions.

The long journey back to the UK started with

little fanfare in Bahrain, with the first test the transit of the Strait of Hormuz – the bottleneck entrance to the Gulf.

An uneventful passage saw the duo head for Muscat, the capital of Oman, for some adventurous training. As well as golf – in 45°C heat – there was the chance to try paddleboarding, while a combined Chid and Penzance XV took on Muscat RFC at rugby. The hosts won 47-0.

A highlight for many was a hike through the Wadi Shah – a kilometre-long gorge with a fresh water stream running through the middle. It provided the perfect mix of scrambling over rocks and cooling off in deep water rock pools.

Activities included a trip out into the waters surrounding Muscat, where personnel were given a whole afternoon of deep-sea fishing with expert fishermen. An abundance of wildlife was seen, including Omani turtles, dolphins, and dorado, as well as tuna.

It was briefly back to work for the two ships at their temporary new home in Duqm, on the south east coast of Oman.

Training drills and maintenance periods were relieved with some charity events, including a camel-racing evening and barbecues. Members of Chid's crew also lifted the equivalent 750 tonnes of their ship to raise £1,167.62 for Weldmar Hospice Care in Dorset.

Std James Coombs, who organised the event in memory of a close friend who was cared for at the hospice, said: "The lads put in a huge effort for a worthy cause that is personally dear to my heart. And the response has been amazing."

After sailing from Duqm for the final time, Chiddingfold and Penzance faced the testing conditions of the South West monsoon in the Gulf of Aden, which is in full force in the summer. The plucky minehunters braved the weather, but everyone onboard was happy to leave it behind....

After brief stops in Salalah, Oman, and Djibouti, Chiddingfold and Penzance entered the Red Sea via the strait of Bab el-Mendeb. After the transit, the ships entered Saudi Arabia and the Port of Jeddah for a short logistical stop (including sweets).

After an uncharacteristically bumpy transit in the north of the Red Sea, the minehunters entered the Gulf of Suez, where mountain ranges and the scorched earth of the Sinai Peninsula surrounded them as they tracked north in shipping lanes approaching Suez.

Anchoring off the entrance of the canal, Chiddingfold and Penzance were dwarfed by the massive tankers and merchant ships using the vital trading lane and key trade link between the Mediterranean and the Indian Ocean and beyond.

The transit itself, a rite of passage for all Naval personnel, lived up to the reputation as a picturesque and interesting 15 hours.

Surrounded by rolling sands, towns, oases and stunning architecture, the passage was efficient and marked by the professionalism of the Egyptian authorities who guide hundreds of ships through

there every day.

Leaving the canal in the late afternoon, there were cheery moods in both Chiddingfold and Penzance as they entered the Mediterranean, increased to max speed and made for Cyprus.

AB (MW) Cory Lancaster, who was afforded a particularly good view of the transit from his position as a member of Chid's protection team, said: "It was amazing to think that it was dug by hand. I thought it pretty cool to sail straight through the centre of Egypt."

Limassol was the next port of call, with the chance to swim in the Med and visit the ancient ruins of Kourion.

Before leaving, the crews helped to ensure the safety of fishermen operating around the UK base of Akrotiri by disposing of some live ordnance before beginning the long trek west across the Med.

The minehunters had five days to travel the 2,000 miles from the eastern Mediterranean to the Strait of Gibraltar and the Atlantic. A short stop for fuel in Souda Bay, Crete was followed by an overnight stop in Palermo, where personnel took advantage of the cultural hub of Sicily to taste good Italian food and wine, before continuing their long journey.

Palermo to the strait was the longest transit of the return journey since the ships left Bahrain, covering 1,000 miles in one stint at sea.

Somewhere south of Sardinia, Chiddingfold and Penzance parted ways in true Naval style, with hoses spraying and a traditional pelting of each other with vegetables.

After some slick manoeuvres and getting thoroughly soaked, Chiddingfold detached Penzance from formation with a traditional signal and a "fair winds and calm seas", before driving away at speed.

It was a poignant time for both ships, who had been working closely together for eight months.

Penzance continued her journey home via Gibraltar, while Chiddingfold drove on through the strait overnight, before arriving at the NATO base of Rota in Spain and then Vigo in Portugal.

Welcoming HMS Penzance was Cdr Nick Unwin – Commanding Officer of the First Mine Counter Measures Squadron – and the captain who sailed the ship to the Gulf back in 2014.

"It's a great moment for me to see Penzance return after over three years away from home," he said. "As a former Commanding Officer, you still have a soft spot for a ship and it's wonderful to see Penzance back in such good shape."

Cdre Jim Perks, Commodore of the Faslane Flotilla, said: "The crew's eight month deployment is a significant achievement, not just for the 40 men and women at sea, but also for their families and friends who have supported them so well and missed them so much."

The two ships have been relieved by HMS Ledbury and HMS Blyth.

Pictures: LPhotos Will Haigh, Kyle Heller and Sam Seeley





● Sea Fury returns to Somerset Picture: Lee Howard

Sea Fury home after restoration project

THREE years after he brought her down safely to earth after a catastrophic engine failure, Lt Cdr Chris Götke returned the Navy's last piston-engined fighter to the skies.

Sea Fury T20 performed a short test flight over North Weald, marking the end of a major fundraising and restoration project.

The aircraft had been in the middle of a display at Culdrose Air Day back in 2014 when its engine failed.

The aircraft skidded to a halt on the grass after the undercarriage collapsed as Lt Cdr Götke made an emergency landing.

He clambered out of the two-seat trainer unscathed, but the landing gear, airframe and especially the Bristol Centaurus engine needed fixing.

More than 2,500 of the powerplants were built in the 1940s and '50s for civilian and military aircraft, including the enormous Bristol Brabazon airliner and the late WW2 fighter, the Hawker Tempest.

Tracking one down seven

decades later, however, proved a challenge. Expert restorers Weald Aviation traced one to the USA – but the cost of replacing the engine alone rose to £200,000.

That demanded a major fundraising effort – and the campaign for cash continues to maintain it and other vintage Naval aircraft in the RN Historic Flight in working order.

■ Veteran Sea Fury pilot Brian 'Schmoo' Ellis visited IWM Duxford to see the Norwegian Air Force Historical Squadron Mikoyan-Gurevich MiG-15UTI aircraft prior to it taking part in the Duxford Battle of Britain Air Show.

Brian, 86, is credited with sharing in the downing of a MiG-15 in combat over North Korea in 1952, but has only ever seen the aircraft through the gun sight of an 802 NAS Sea Fury FB11 fighter aircraft.

He explored the Norwegian Air Force Historical Squadron MiG-15 sitting in the cockpit and surveying the airfield. He then saw a Hawker Fury fly into the airfield before landing opposite the MiG-15.

Carrier proves top draw

THE arrival of Britain's biggest warship in her native Portsmouth has not only been a boost to Naval morale, she's also been a huge tourist draw.

Visitor figures to Portsmouth Historic Dockyard were up 70,000 in the first four weeks HMS Queen Elizabeth was alongside.

Extra harbour tours were laid on to cope with the demand to see the 65,000-tonne leviathan, which sailed into Portsmouth for the first time on August 16.

In the first few days after the carrier's debut, twice the number of tourists were pouring through the historic dockyard gates – prompting bosses to limit entry to ticket holders only to prevent overcrowding.

After the initial flood of sightseers, interest has slowed down as youngsters return to school.

Nevertheless in the first four weeks of the carrier's presence

in Portsmouth, 180,000 people visited at least one of the National Museum of the Royal Navy's attractions – up from 110,000 over the same period in 2016.

"The rise is astonishing. We've enjoyed a bumper end to the summer season – it's clearly part of the carrier effect," said dockyard spokeswoman Jacquie Shaw.

"The nation has taken HMS Queen Elizabeth into their hearts and minds, with a significant knock-on effect for the historic dockyard."

The temporary 'ticket only' restriction has now been lifted.

If you've not seen Queen Elizabeth yet, the best view is on a water tour. The other favoured spot is from the poopdeck of Nelson's flagship.

On the Gosport side, the best views are either from Forton Lake Bridge (at the bottom of Weevil Lane) or the seafront at Heritage Way.

Reservists recall dockyard tragedy



NAVAL reservists paid their respects to 131 sailors killed during one of the greatest tragedies of the first Battle of Britain 100 years ago.

They joined veterans and civic dignitaries in front of the former drill hall of HMS Pembroke in Chatham – where in 1917 German bombers wrought havoc.

The hall – used then as a makeshift barracks for 900 men, sleeping in hammocks – suffered direct hits from two 50kg bombs.

The explosions froze the clock in the tower at 11.12, lifted the roof off the hall temporarily and shattered the glass panes.

Quarter-inch-thick shards of glass rained down on the men, killing 131 of them.

Today, the building is known as the Drill Hall Library, a state-of-the-art learning resource centre and one of the showpiece buildings of the Medway campus for students of Greenwich, Kent and Canterbury Universities.

It features a memorial exhibition on the September 3 1917 raid, plus handmade poppies in a display which replicates the famous *Blood Swept Lands and Seas of Red* artwork at the Tower of London, albeit on a much smaller scale.

"We hold a service each year to pay tribute to those who died and the courage of those who helped those who were injured or dying," said Tim Stopford, Vice-Chairman of Chatham Royal Naval Association which organised the ceremony.

"The bombing had devastating and tragic consequences, and this year marks 100 years since it happened. It's important to remember the nurses and staff who also helped in the follow up and who generally go unnoticed and their names will never be known."

Kent's Lord Lieutenant Viscount De L'Isle, Rear Admiral John Kingwell, Mayor of Medway Cllr David Wildy as well as senior representatives from the Royal Navy, and serving Royal Navy personnel, cadets and veteran organisations attended the service. Wreaths as well as crosses bearing the names of those killed were laid.

Dennis Potter, Chatham RNA's welfare officer, added: "This was about paying our respects to the men who lost their lives, and remembering Chatham's legacy as a naval town."

"This marks the centenary of the bombing; the ceremony was an ideal opportunity to show others how proud we are of our naval heritage."

The Chatham raid was part of a concerted effort by long-range German Gotha bombers to disrupt the British war effort.

Having suffered heavy losses in daytime raids, the Germans switched to attacks by moonlight – beginning on September 3 1917.

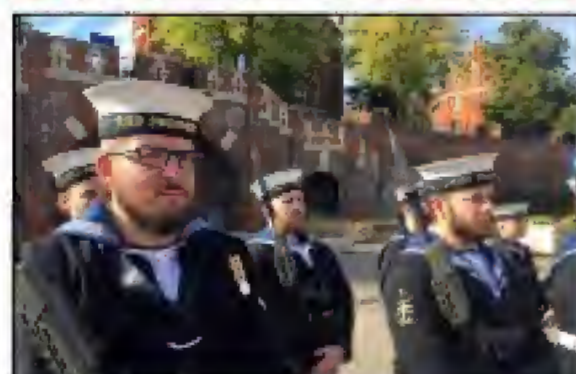
It caught the British defences completely by surprise. No anti-aircraft guns fired and no British fighter took off to intercept the enemy.

The bombers dropped just 17 bombs over Gillingham and Chatham, but the results were devastating.

Ordinary Seaman Frederick Turpin went to the drill hall to help the wounded in the raid's aftermath.

"It was a gruesome task," he recalled. "Everywhere we found bodies in a terribly mutilated condition. The gathering up of dismembered limbs turned one sick."

"It was a terrible affair and the old sailors, who had been in several battles, said they would rather be in ten Jutlands or Heliogoland than go through another raid such as this."



Scope for success as firm marks milestone



● The FY1 periscope

ONE hundred years ago the Glaswegian engineering and optical firm Barr and Stroud delivered a periscope to the Armstrong-Whitworth yard in Wallsend.

Since that date, the Silent Service has repeatedly looked nowhere else for the apparatus which give its boats their eyes beneath the waves.

The Govan-based firm – which since 2000 has been part of international defence giant Thales – is celebrating a century of unparalleled periscope progress, with an eye firmly on supplying tomorrow's British submarines with the latest optical technology.

The first Barr and Stroud periscope, FY1, was provided to HMS M3, one of three experimental boats equipped with a 12in gun to sink enemy warships at close range – or pound targets ashore.

The Ms proved to be a disaster (two were lost in accidents, M3 was first turned into a minelayer, then scrapped), but not their periscopes.

By 1920, Barr and Stroud experts had developed the first focus-adjustable scope for the Royal Navy (without changing the eye pieces).

Three decades later came the first radar periscope which improved both range measurement and navigation.

By the 70s, the company was supplying the RN with periscopes with an electronic warfare and electronics supports measures antenna, infra-red scopes, and the first laser rangefinder on a scope.

In 1991 came the first remote-controlled periscope and from 2003, the first 'optronic' mast – periscopes which do not penetrate a submarine's hull, but do record a 360-degree digital image for the command team to analyse at their leisure – for the Astute class.

Today the firm is working on optronic masts for the final three of the Astute-class hunter killers.

Next year Thales intends to unveil LPV, the next-generation optronic mast – which may be fitted to the Dreadnought class of submarines which will replace today's V-class ballistic deterrent boats.

"Arguably our greatest single innovation was introducing a night-vision capability to allow submarines to navigate and gather intelligence 24/7," said Victor Chavez, CEO of Thales UK.



● Astute-class submarines have optronic masts

BIRD away.

And how. Not any old bird. The rarely-spotted Sea Ceptor, sighted only three times in history. All in the space of a week. Off the Outer Hebrides.

This is the Royal Navy's new air defence missile making its stunning debut as HMS Argyll became the first warship to fire the replacement for the trusty, but ageing, Seawolf.

Sea Ceptor differs markedly from its predecessor – although it's held in the same, now modified, silo on the forecastle.

The launch tubes are protected from the elements by a thin membrane when in the battle zone – as with Seawolf, it shatters as the missile launches.

And when things are more peaceful, black rubber caps provide sturdier protection... and give the silo its new 'mushroom farm' nickname.

There is nothing agricultural about Sea Ceptor, however, which is not only the first line of defence for Type 23s against incoming aircraft and missiles, but will also shield successor Type 26s and, on land, protect troops as Land Ceptor, the replacement for the venerable Rapier.

Even in its final incarnation Seawolf was largely designed to protect the ship from which it was fired.

Sea Ceptor can defend an area of around 500 square miles (1,300 square kilometres – or the size of Greater Manchester) as the radar and brains behind the missile system track multiple targets simultaneously.

Or at least that's the blurb.

Argyll's sister Westminster flashed the system up during the Anglo-American war games Saxon Warrior over the summer, but stopped short of an actual launch. She scored an impressive simulated kill rate.

But only a live firing – or multiple firings – can truly prove a weapon's effectiveness.

Which is why in late July 2017, HMS Argyll was positioned in the Outer Hebridean ranges – blessed by fine, calm weather on the evidence of these images.

It marked the end of months, nay years, of preparations and training.

"I can recall the moment that my career manager contacted me to ask if I would be willing to join Argyll at short notice as the CPO(Above Water Warfare). In the first few minutes of the conversation, I was sold," said CPO Stephen Derri.

"As with all warfare ratings, we like nothing more than putting rounds down range or getting the tick in the box for firing one of the RN's various weapon systems."

CPO Derri and shipmate PO Richard Peplow were dispatched to HMS Collingwood and left the Fareham establishment as the first qualified controllers of the RN's new Short-Range Surface-to-Air Missile – to give Sea Ceptor its official designation.

The operations room team drilled and drilled and drilled, honing their voice procedures and responses.

Weapons engineers tested and checked every last bolt and cable.

A fire-fighting party stood dressed and waiting in case of any incident – older matelots might remember Gloucester's Sea Dart spectacularly misfiring a decade ago.

Sent aloft into Hebridean skies during the two days of live firings were Mirach drones, the RN's target of choice over the past couple of decades: 13ft long, travelling at more than 600mph, it can fly as low as 10ft or as high as 40,000ft.

The timing of the firing run was announced and the entire ship's company waited with bated breath.

Deep in the operations room the warfare team tracked the target.

Make hostile.

Then: *Take with Ceptor.*

From the bridge, a brief warning.

Sea Ceptor about to function.

It fell to CPO Derri to oversee the first launch

– an occasion filled with tension, then relief, and finally pride as he was able to report to the 180 souls aboard Argyll: *Bird away* – quickly confirmed by the sound of the booster igniting, setting the weapon off on its journey at three times the speed of sound.

"As the controller in the seat, I saw a radar track spawn on our outgoing missile towards the target, only then did I relax as I realised it had been a successful firing," he said.

POET(WE) Chris Phipps has lived and breathed Sea Ceptor since the beginning of 2015; he observed the missile system's development on a placement with the firm behind it, MBDA, and is now a qualified maintainer.

"Being the maintainer of the first ship to fire Sea Ceptor has been a brilliant experience and career achievement," Chris said.

"The firing crowned the past two and a half years of my career. To hear the first missile launch was a great relief after years of hard work and effort.

"It has been a privilege to be involved in this project from an early stage and see it all the way through to a successful firing campaign."

Combat System Engineer Lt Ian Frith was in Argyll's gun bay for the maiden firing.

"Dressed in anti-flash, turning the key to power on the first missile before hearing the successful launch as it left the silo was a once-in-a-lifetime moment," he said.

PO Peplow stepped into the hot seat for the next two launches and faced the prospect of a target moving at low altitude; the latest anti-ship missiles skim the waves to avoid detection/interception.

Anyone who's witnessed Seawolf being fired on a 23 will remember the bright flash of fire as the missile erupts from its silo, spewing smoke and tiny fragments of shattered glass over the forecastle.

Not so its usurper. It leaves its 'home' with what is known as a 'soft launch'; gas propels it out of the silo, punching through the membrane covering in the process, and several feet into the air before tiny jets kick in to first manoeuvre the missile in the direction of its target. And then the main engine kicks up. A few seconds later, scratch one bogey.

"The soft launch system ejected the missile high into the air and clear of the ship," said Lt Firth.

"In the blink of an eye its turnover pack pointed the missile in the right direction, the boost motor ignited and the missile accelerated to several times the speed of sound to successfully engage its target. A job well done for the entire crew."

Again the drones were downed. Mirach 0 Sea Ceptor 3.

"Having seen what this missile system is capable of so far, I am filled with confidence that with this system at my control I could provide defence for not only Argyll but other friendly units operating in close proximity," said CPO Derri.

"I'm looking forward to further trials and can safely say that firing the first Sea Ceptor missile has been one of the highlights of my career so far."

From his command chair in the ops room, Argyll's CO Cdr Toby Shaughnessy was equally impressed by the missile – and his men and women.

"Sea Ceptor is impressive and innovative, demonstrating that the Royal Navy is at the cutting edge of technology and working hard to keep Britain safe," he said.

"It's been a great opportunity for HMS Argyll to demonstrate what the missile can do to protect our ships from future threats.

"I am immensely proud of my ship's company and the work they put in to make this test firing possible."

Picture: MBDA Systems



BANE OF DRONES





CHF head north for change of scene **Highland** gains



WHERE else would the Royal Navy's kings of the skies go for some Royal Marines training in Scotland than the Queen of the Hebrides?

Personnel from Commando Helicopter Force, the wings of the Royal Marines, teamed up with 45 Commando at RM Condor in Arbroath for Exercise Flying Scotsman.

CHF flew the Green Berets from their home on the east coast to the Isle of Islay – around 150 miles as the jungle Merlin flies.

The island, part of the southern Hebrides, has a population of just over 3,000 people – and eight whisky distilleries.

But there was no time for a tour (*sadly*) as the changeable Scottish weather ensured some challenging conditions for the crew from 845 NAS.

Pilot Lt Alan Doughty said: "This has been some of the most challenging flying I have done so far; the assault on the Isle of Islay was especially rewarding in a very unfamiliar environment."

The squadron left their home at RNAS Yeovilton with two Merlin Mk3A aircraft to take part in the exercise.

The aircraft delivered 56 members of X-Ray Company and Recce Troop to Islay in the early hours of the morning as part of a helicopter assault force.

The flight provided some essential training for the aircrew operating at night as part of a formation. Changeable meteorological conditions in the Scottish Highlands meant that the flying was especially difficult.

With the Cairngorms on the doorstep of Arbroath, the opportunity to carry out some mountain flying was not wasted and a number of aircrew were refreshed in this particularly difficult skill, away from the usual playground of Snowdonia in Wales.

The spectacular scenery – enhanced by the burnished golden heather – not only afforded 845 NAS an opportunity to carry out some professional training but also allowed the detachment to indulge in some whitewater rafting on the River Tay.

LAET Dan Jayne said: "This has been



one of the most enjoyable exercises I have been on – not only have we successfully engineered two cabs in support of 45 Cdo from a remote location but even managed to squeeze in some whitewater rafting adventure training."

Beeslack Community High School, in Penicuik, Edinburgh, had the mighty Merlin Mk3A drop in on their playing field during Exercise Flying Scotsman.

Once the obligatory photograph and social media images had been taken with crew and Merlin of CHF, students of Beeslack had the opportunity to speak to aircrew and engineers in, on and around the aircraft.

Students received a presentation from Lt Oliver Everett about what CHF is and how it fits into the wider MOD, and the type of training carried out, in a short video.

The students then had the chance to ask plenty of questions followed by the opportunity to be shown around the helicopter by aircrew and engineers with the chance to sit in the cockpit and learn about everything that the aircraft can do.

Lt Everett said "All the students from Beeslack Community High took part in an informative and 'hands-on' visit from 845 NAS, and got the opportunity to learn about the Commando Helicopter Force,

Royal Navy and the wider MOD.

"The students were extremely engaging and asked plenty of questions throughout the visit, and loved the opportunity to sit in the cockpit.

"It was a pleasure to visit."

AET Connor Johnson-Veale added: "It's nice to visit schools and show the kids that the Royal Navy has helicopters. We took the opportunity to explain what we do as engineers and aircrew. It was a similar visit that encouraged me to join when I left school."

Personnel from 845 took part in the Jersey International Air Display.

Lt Cdr Ed Vaughan, Lt Richard Jenkin, POACMN Stephen Hendry and Sgt Ross Howling took a Merlin Mk3 on the hour-long flight to provide a static display at the show.

The show, which raises funds for charity and supports the island's tourist industry, also featured displays from a Spitfire, Beechcraft Twin Beech Model 18, Stinson Reliant and Baltic Bees.

The show also saw two ambassadors carry the Queen's Commonwealth Baton, which is on a 388-day journey from Buckingham Palace to Queensland, Australia, where the games will be held in April next year.

Pictures: PO(Phot) Si Ethell, RNPOTY



Saluting Hermes' heroes...



TWO HUNDRED feet below the surface of the Bay of Bengal the Royal Navy's standard 'flies' on HMS Hermes for the first time in 75 years.

Not since April 9 1942 have Royal Navy sailors seen the outline of Britain's first purpose-built carrier.

Three quarters of a century after she was sunk by Japanese bombers, taking punishment no warship could survive, a ten-strong team of Royal Navy divers paid their respects on the battered hull of the Hermes.

Joint training with the Sri Lankan Navy finally gave the experts from Portsmouth-based Fleet Diving Unit 2, whose specialist teams normally provide protection for Royal Navy ships in the ports of the world, the chance to pay their respects on Hermes' wreck rather than on the surface above.

The Sri Lankans are keen to master mixed-gas diving – increasing the depths they can safely reach.

It's one of the many skills and abilities Royal Navy divers possess, so a team flew out to Trincomalee Naval Base to share their expertise and carry out joint dives.

After practising diving on a downed WW2 fighter in the harbour entrance, the two dive teams headed down the coast to the site of Hermes' wreck.

Although there were aircraft carriers before Hermes, they started life as other types of ship.

Hermes was designed and built from the outset as a carrier, spending most of her career in the Mediterranean and Far East between the world wars.

Even though she was reduced to a training ship in 1938, the onset of war forced a return to front-line duties.

In 1942, she was sent to the Indian Ocean to support the Allied invasion of Madagascar.

When Japanese bombers threatened the port of Trincomalee in the north of the island, Hermes sailed to escape them.

Salvation was short lived. The carrier and her Australian escort, destroyer HMAS Vampire, barely got 65 miles before they were pounced upon about 20 miles from Batticaloa.

More than 80 Japanese dive bombers, escorted by nine Zero fighters, attacked, opposed by just half a dozen RAF Fairey Fulmar fighters and the anti-aircraft gunners on both ships. Hermes succumbed in just 20 minutes. Hit 40 times she sank taking 307 men down with her.

The bombers then turned their attention to

Vampire, breaking the ship in two; amazingly, just eight destroyer men were killed.

Hermes' wreck lies 60 metres down, which meant only one section – the bilge keel – was accessible for the diving teams.

"This is the first time that Royal Navy personnel have been able to pay their respects in such a way in the 75 years since Hermes was tragically sunk," said CPO Ward Peers, second-in-command of Fleet Diving Unit 2.

"Laying the Ensign was a great honour for everyone involved. Being able to dive on such a huge piece of British military history is a huge achievement and we are extremely grateful for the opportunity given to us by the Sri Lankan Navy."

Fellow diver Lt James Preston said it had been "a unique opportunity" none of the team would forget.

"We're proud to have paid respect to the lost sailors on HMS Hermes – this visit will form a proud part of the team's history," he added.

"There was a lot of black coral on the hull, but not much more – the hull was in great condition and appeared strong with little corrosion."

Beyond diving on Hermes' wreck, the week with the Sri Lankan Navy cemented bonds which have been growing over the past 12 months.

Cdr Dumindu Abeywickrama, who led the Sri Lankan divers, described Hermes as "intact" and "one of the best shipwrecks" in his country's waters.

"I am very proud to be with the team in this historical dive with the Royal Navy team. The most important thing was for the first time we could pay our respect for the heroes who sacrificed their lives for world peace by placing the Royal Naval Ensign at the wreck."

A visit to the military museum gave the Brits an interesting and valuable insight into recent Sri Lankan history, and a unique opportunity to witness the sophisticated tactics and equipment used by the Liberation Tigers of Tamil Eelam – better known as the Tamil Tigers – in the 25-year civil war.

"We were hosted incredibly throughout the visits, enjoyed a wide variety of traditional food whilst enjoying the differences in culture and lifestyle," said Lt Preston.

"Although we are used to operating different equipment in very different environments, there are many obvious similarities between the two diving units."

The week in Sri Lanka should pave the way for more co-operation between the two navies and the diving arms in particular.



...and the heroes of Crete



● Top, AB(WS) Zoe Nicholson at the cemetery; Middle, LET(ME) Jagjeet Grewal reads the inscription on a headstone. Below, Royal Navy personnel attend the service at the Commonwealth War Graves Cemetery at Souda Bay, Crete



AT ONE of the most tranquil sites on the planet, sailors and Royal Marines bowed their heads in honour of men who gave their lives trying to defend this island 76 years ago.

This is Souda Bay in Crete, last resting place of at least 27 sailors and marines – and probably scores more, for fewer than half the 1,500 men buried in the Commonwealth War Graves Cemetery are identified.

Thirty crew of HMS Duncan made the short trip around the bay from their berth at the island's NATO base to the idyllic graveyard on the bay's western shore to remember the fallen of the Battle of Crete.

The Royal Navy's Mediterranean Fleet took a terrible mauling in the battle, spread over a fortnight in late May and early June 1941, as Hitler sought to add the Greek island to his long list of conquests.

Overwhelming German air power ensured that the swastika was raised in the face of stiff opposition from Allied Forces, including the Royal Navy, dispatched to prevent German reinforcements arriving by sea.

In that mission, it largely succeeded – but it also brought the British ships within striking distance of the Luftwaffe. What followed was an object lesson in the need for air cover to protect ships in the face of enemy bombers.

More than 2,300 British and Commonwealth sailors were killed or reported missing (probably dead or captured), while 450 sailors and marines were wounded.

Half a dozen destroyers and four cruisers ended up at the bottom of the Mediterranean, while an aircraft carrier, two battleships and seven other British vessels were badly damaged.

More than 75 years later and Crete is a key NATO base in the eastern Mediterranean – perfect for the Portsmouth-based destroyer which is coming to the end of her stint in charge of the alliance's Med task force, Standing Naval Group 2.

Led by task force commander Cdre James Morley and Duncan's CO Cdr Eleanor Stack, wreaths were laid on behalf of NATO, the destroyer and the RN Surface Fleet, the Fleet Air Arm, and Royal Marines.

"Surrounded by those who will forever be a part of Crete's story immortalised in the hundreds of white headstones and crosses, we fell silent, felt the chill as the sound of the bugle echoed out into the mountainside," said Denz Dempsey, Duncan's chaplain, who led the remembrance service.

"These short but poignant services never fail to humble, inspire, and make us stand tall in our uniforms."

"We left our comrades in their peace, and returned to the ship reflective and refocused on the operational tasks set before us."

Duncan is due to hand over her task group duties in the next few days when the staff transfer to the destroyer's older sister HMS Diamond.

Pictures: LPhot Paul Hall, HMS Duncan

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Duchess of Rothesay names aircraft carrier

Second but new

THE second best pipe band in the country, said the announcer as proceedings kicked off at the naming ceremony of HMS Prince of Wales, writes Lorraine Proudlock.

The introduction of the pipes and drums from Queen Victoria School at Dunblane, prompted much discussion and laughter from the assembled crowd.

"Well as she's the second of her class I suppose she can't have the best band in the country," one observer commented.

Although second, HMS Prince of Wales was afforded all of the pomp and ceremony of her sister ship when she was named in 2014.

Three weeks after HMS Queen Elizabeth made her debut in her home port of Portsmouth, attention turned to her younger sister, currently in build at Rosyth, and her official naming by the Duchess of Rothesay.

The Duke and Duchess, as the Prince of Wales and the Duchess of Cornwall are styled in Scotland, were welcomed by the Lord Lieutenant of Fife Robert Balfour, First Sea Lord Admiral Sir Philip Jones, and chairman of the Aircraft Carrier Alliance Sir Peter Gershon.

The First Sea Lord told spectators: "With two Queen Elizabeth-class carriers in Royal Navy service, one will be available for operations at all times.

"In the United States, aviators from the Fleet Air Arm are working hand-in-glove with their Royal Air Force counterparts to bring the F-35B Joint Strike Fighter into UK

service, and the first operational squadron moves to Marham next year.

"This combination of ships and jets will provide our nation with a continuous carrier strike capability – a powerful conventional deterrent in a dangerous and uncertain world.

"Alongside this new undertaking, the Royal Navy will deliver the UK's nuclear deterrent, as we have done every hour of every day for nearly half a century.

"These two strategic responsibilities will sit at the heart of a modernised and emboldened Royal Navy."

The Duchess, who wore a navy blue dress and coat designed by Fiona Clare for the occasion, along with a navy and white Philip Treacy hat and a Prince of Wales feathered brooch, then addressed the crowd.

"As Lady Sponsor, I take great pride in my own personal connections with the Royal Navy. For almost ten years now, I have been Commodore in Chief of the Royal Navy Medical Service and of the Naval Chaplaincy Service.

"I can also boast six Admirals among my forebears, who fought with varying degrees of distinction for King and country throughout the 18th Century.

"Naturally, however, my closest connection with our great Navy is through another Admiral, my husband, another Prince of Wales. So I already feel a particular affection for this ship.

"When she and her ship's company are out on the high seas, please remember that

I will be holding you all in my thoughts and prayers."

The Duchess also spoke of the previous seven ships to bear the name HMS Prince of Wales.

The "most distinguished" was a King George V class battleship, launched in 1939, which played a vital part in World War 2.

It was sunk in the South China Sea during the Naval Battle of Malaya in December 1941, with the loss of 327 lives.

Three veterans from the battleship – Peter Anson, Richard Osborne and Chris Pearcey, along with HMS Repulse survivor Maurice Pink – were present at the ceremony.

Mr Osborne and fellow Prince of Wales gunner Charles Wright featured in a short film shown on the two big screens.



Spectators fell silent as they heard their moving accounts and their pride at seeing an eighth HMS Prince of Wales. The silence was broken by loud applause as the film ended.

The ACA comprises BAE Systems, Babcock, Thales and the Ministry of Defence, and the Duchess referred to the six shipyards around the UK – Appledore, Birkenhead, Govan, Portsmouth, Rosyth and Tyne – which have been involved in building various parts of the carriers.

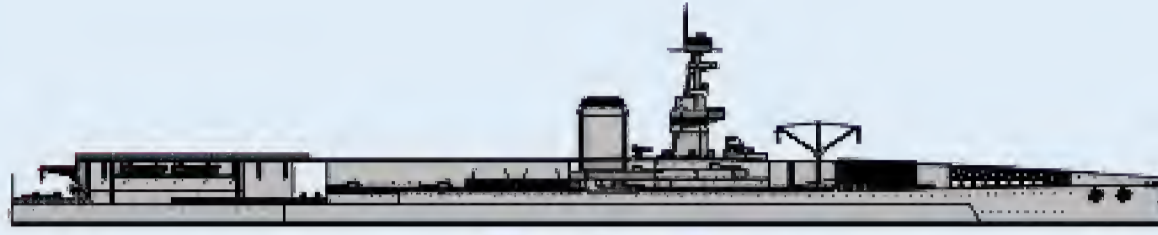
Following her speech, the Duchess declared: "I name this ship Prince of Wales. May God bless her and all who sail in her."

She pressed a button to trigger the smashing of a bottle of ten-year-old Laphroaig whisky against the 900ft ship's





A Century of Carrier Aviation



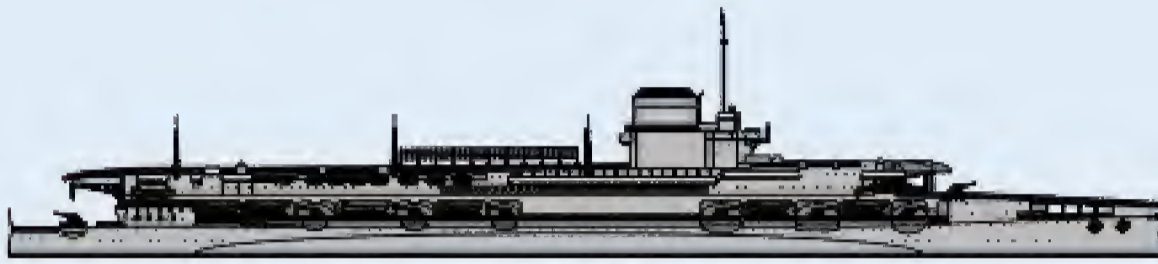
FURIOUS Class - 1917

FURIOUS 47
Displ: 19,512 tonnes Length: 239.8m Breadth: 26.8m
Crew: 1,218 Aircraft: 22



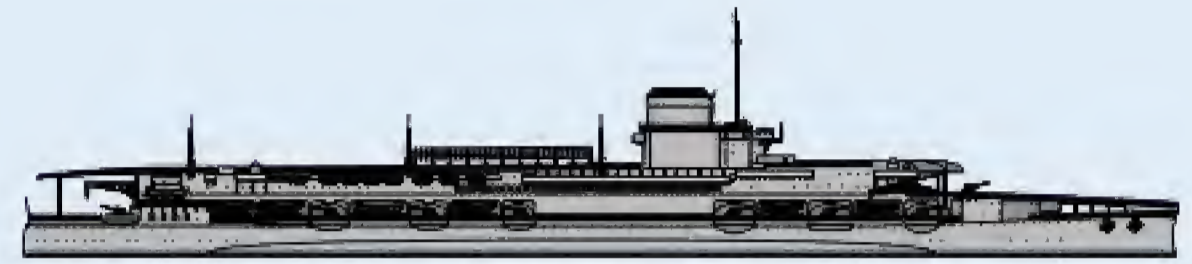
ARGUS Class - 1918

ARGUS 149
Displ: 15,775 tonnes Length: 172.2m Breadth: 20m
Crew: 373 Aircraft: 20



COURAGEOUS Class - 1928

COURAGEOUS 50
Displ: 26,990 tonnes Length: 239.8m Breadth: 25.8m
Crew: 1,200 Aircraft: 48



GLORIOUS Class - 1930

GLORIOUS 77
Displ: 27,419 tonnes Length: 239.8m Breadth: 25.8m
Crew: 1,200 Aircraft: 48



AUDACITY Class - 1941

AUDACITY D10
Displ: 11,000 tonnes Length: 142.4m Breadth: 17.2m
Crew: 480 Aircraft: 8



ARCHER Class - 1941

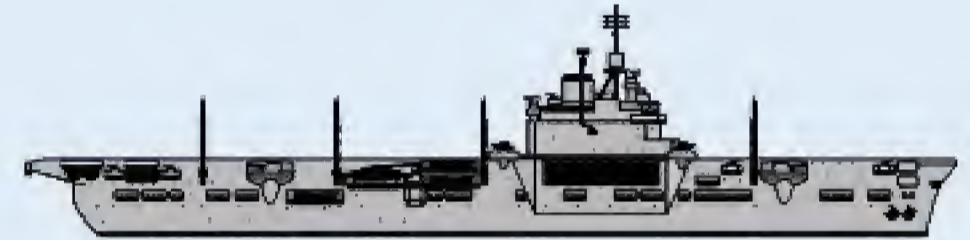
ARCHER D78
Displ: 12,860 tonnes Length: 150m Breadth: 21.4m
Crew: 555 Aircraft: 16



ATTACKER Class - 1943

ATTACKER D02	TRACKER D24	STRIKER D12
CHASER D32	BATTLER D18	HUNTER D80
STALKER D91	FENCER D64	PURSUER D73

Displ: 14,630 tonnes Length: 150.2m Breadth: 25m
Crew: 646 Aircraft: 20



UNICORN Class - 1943

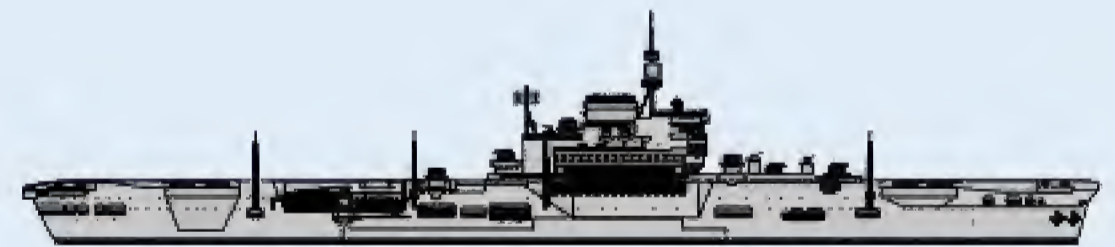
UNICORN 172
Displ: 20,300 tonnes Length: 195.1m Breadth: 27.5m
Crew: 1,200 Aircraft: 33



NAIRANA Class - 1943

NAIRANA D05	CAMPANIA D48	VINDEX D15
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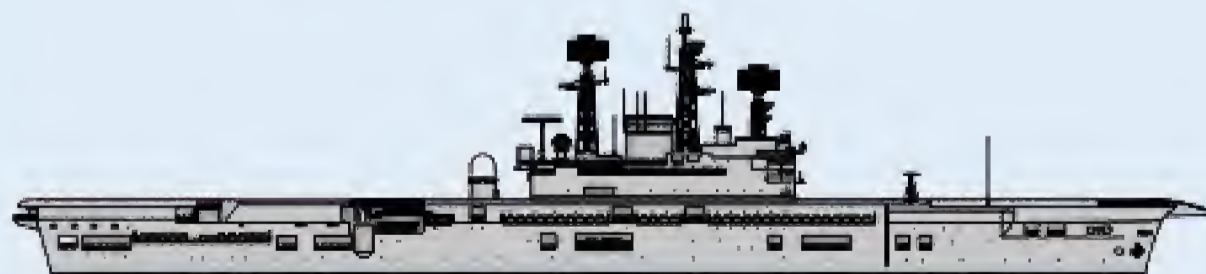
Displ: 17,200 tonnes Length: 161.1m Breadth: 20.9m
Crew: 728 Aircraft: 21



IMPLACABLE Class - 1944

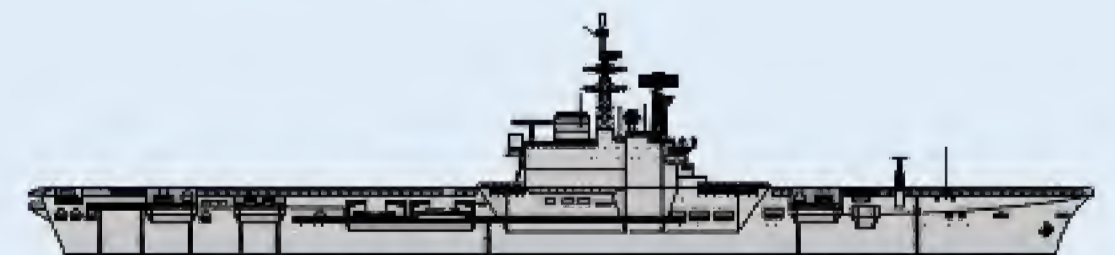
IMPLACABLE R86	INDEFATIGABLE R10
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Displ: 32,624 tonnes Length: 233.6m Breadth: 29.2m
Crew: 1,400 Aircraft: 54



AUDACIOUS Class - 1955

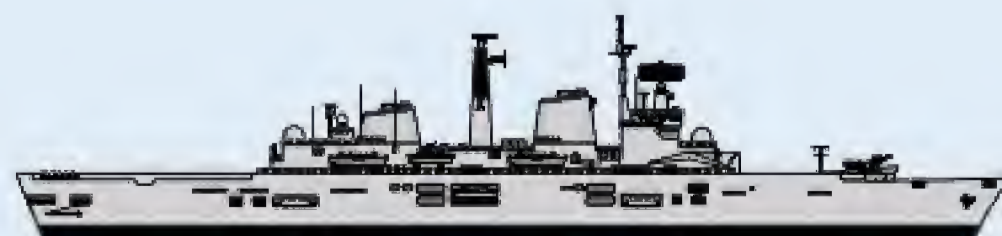
ARK ROYAL R09
Displ: 53,950 tonnes Length: 244.8m Breadth: 50.8m
Crew: 2,640 Aircraft: 38



CENTAUR Class - 1953

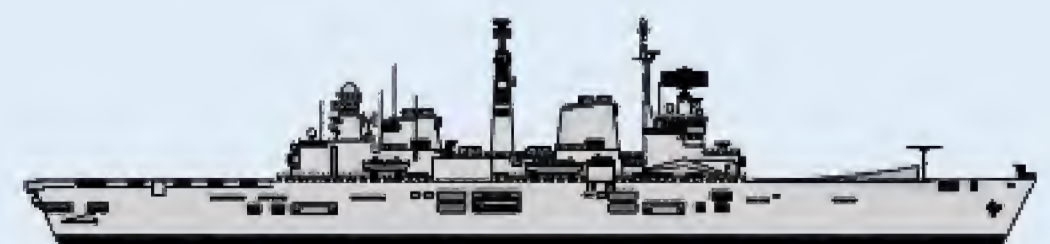
CENTAUR R06	BULWARK R08	ALBION R07
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Displ: 27,800 tonnes Length: 216.4m Breadth: 30.5m
Crew: 1,390 Aircraft: 42



INVINCIBLE Class - 1980

INVINCIBLE R05
Displ: 19,812 tonnes Length: 206.4m Breadth: 35.1m
Crew: 900 Aircraft: 14



INVINCIBLE Class - 1982

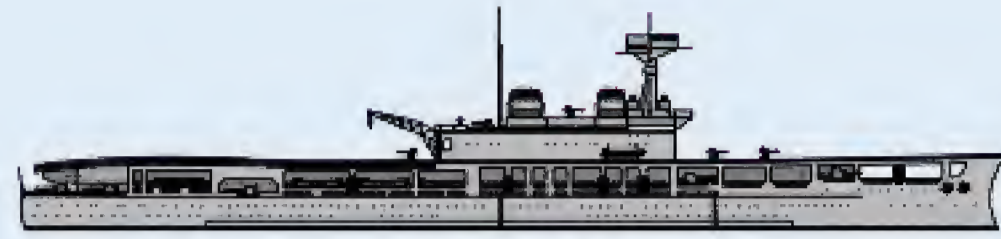
ILLUSTRIOUS R06
Displ: 22,000 tonnes Length: 210m Breadth: 36m
Crew: 1,051 Aircraft: 22

Evolution - 1917 to 2017



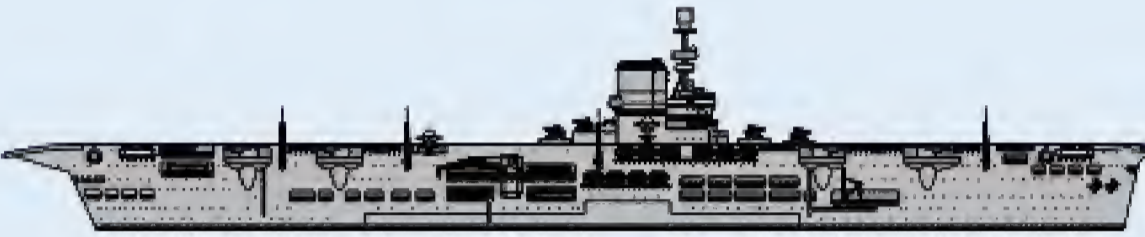
HERMES Class - 1924

HERMES 95
 Displ: 13,000 tonnes Length: 182.9m Breadth: 19.8m
 Crew: 664 Aircraft: 20



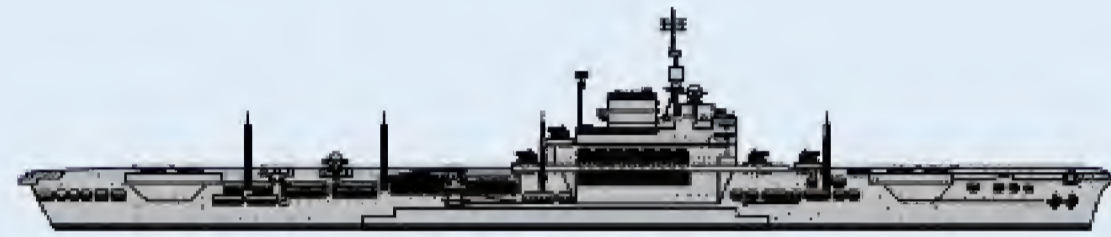
EAGLE Class - 1924

EAGLE 94
 Displ: 26,000 tonnes Length: 203.5m Breadth: 35.1m
 Crew: 791 Aircraft: 30



ARK ROYAL Class - 1938

ARK ROYAL 91
 Displ: 27,720 tonnes Length: 240m Breadth: 28.9m
 Crew: 1,580 Aircraft: 60



ILLUSTRIOUS Class - 1940

ILLUSTRIOUS 87 **FORMIDABLE** 67 **VICTORIOUS** 38
INDOMITABLE 92
 Displ: 30,530 tonnes Length: 225.6m Breadth: 29.2m
 Crew: 1,299 Aircraft: 36



AVENGER Class - 1942

AVENGER D14 **BITER** D97 **DASHER** D37
 Displ: 15,120 tonnes Length: 150m Breadth: 23.8m
 Crew: 555 Aircraft: 15



ACTIVITY Class - 1942

ACTIVITY D94
 Displ: 14,250 tonnes Length: 156.3m Breadth: 20.3m
 Crew: 700 Aircraft: 10



PRETORIA CASTLE Class - 1943

PRETORIA CASTLE F61
 Displ: 23,450 tonnes Length: 181.2m Breadth: 22.9m
 Crew: 480 Aircraft: 21



RULER Class - 1943

ATHELING D51	TRUMPETER D09	PREMIER D23	TROUNCER D85	SMITER D55
EMPEROR D98	KHEDIVE D62	SHAH D21	THANE D48	PUNCHER D79
AMEER D01	EMPRESS D42	PATROLLER D07	QUEEN D19	REAPER D82
BEGUM D38	SPEAKER D90	RAJAH D10	RULER D72	
SLINGER D26	NABOB D77	RANEE D03	ARBITER D31	

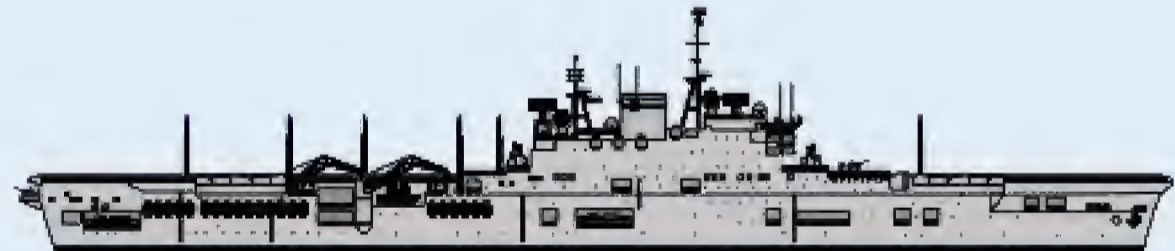
Displ: 15,646 tonnes Length: 150.8m Breadth: 26.8m
 Crew: 646 Aircraft: 20



COLOSSUS Class - 1945

COLOSSUS R15	VENGEANCE R71	OCEAN R68
GLORY R62	WARRIOR R31	TRIUMPH R16
VENERABLE R63	THESEUS R64	

Displ: 18,330 tonnes Length: 207.3m Breadth: 24.4m
 Crew: 1,300 Aircraft: 48



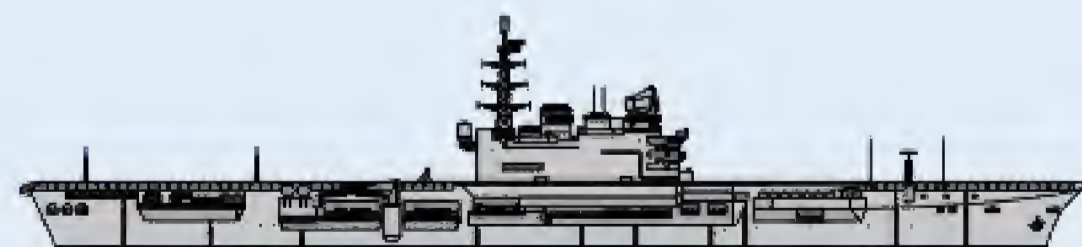
AUDACIOUS Class - 1951

EAGLE R05
 Displ: 49,950 tonnes Length: 247.4m Breadth: 52m
 Crew: 2,750 Aircraft: 45



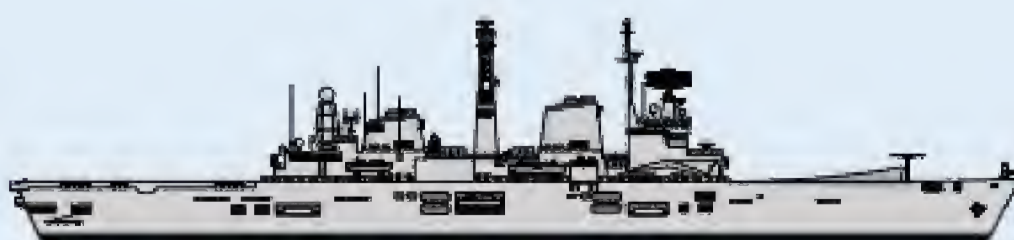
VICTORIOUS Class - 1958 rebuild

VICTORIOUS R38
 Displ: 35,500 tonnes Length: 238m Breadth: 47.8m
 Crew: 2,400 Aircraft: 36



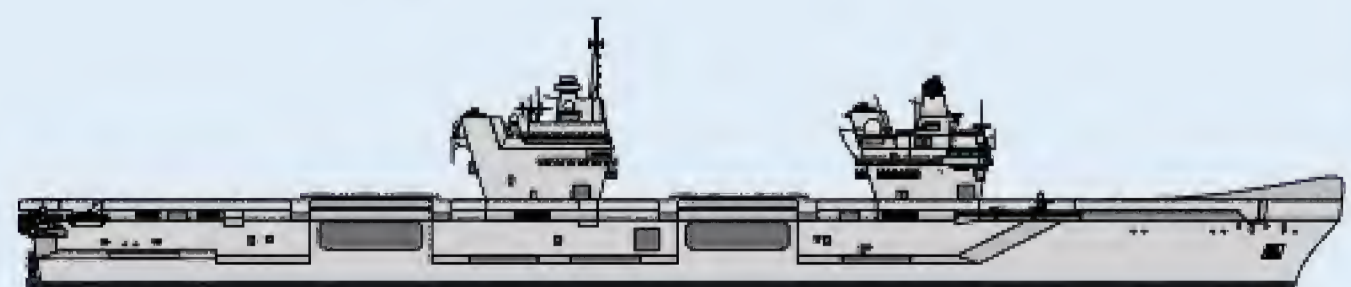
CENTAUR Class - 1959

HERMES R12
 Displ: 28,000 tonnes Length: 225.2m Breadth: 43.9m
 Crew: 2,100 Aircraft: 30



INVINCIBLE Class - 1985

ARK ROYAL R07
 Displ: 22,000 tonnes Length: 206.4m Breadth: 35.1m
 Crew: 900 Aircraft: 14



QUEEN ELIZABETH Class - 2017

QUEEN ELIZABETH R08 **PRINCE OF WALES** R09
 Displ: 70,600 tonnes Length: 280m Breadth: 73m
 Crew: 1,600 Aircraft: 48+

Carrier HMS Prince of Wales in Rosyth over second best

hull. Spectators craned their necks to see the Islay single malt, believed to be one of Charles's favourites, run down the bow.

Apart from the Duchess, starring roles were also taken by around 90 Sea Cadets and volunteers from Inverness, Grangemouth, Musselburgh, Dunbar, Queensferry, Trinity (Edinburgh), Ashington, Methil, Rosyth, Leith, Bangor, Fife and Tayside, Dundee, Inverness and Campbeltown units.

The pipe band was followed by a spine-tingling version of *Amazing Grace*, sung by Able Cadet Jordan, Cadet Fraser and Able Cadet Aime, before a number of cadets put on a traditional dancing display.

Music from HM Royal Marines Band Scotland completed the pre-ceremony entertainment as around 2,000 spectators gathered in front of the 65,000-tonne aircraft carrier. As well as VIPs, the crowd included the families of the ship's company and workers from the ACA.

The Royal Lancers, a regiment in which the Duchess's father Major Bruce Shand served, parked a Scimitar tank next to the carrier. It looked like a toy alongside the mighty leviathan.

As well as the Lancers, representatives from the ship's other affiliated regiment, the Welsh Guards, along with airmen from 27 Squadron RAF, lined up to await the arrival of the royal couple.

The skies above Rosyth turned bluer – in stark contrast to the pouring rain which hit the summer naming ceremony of HMS Queen Elizabeth – as the royal pair arrived.

POC Sam, of Rosyth, opened the car door

for the Duchess, as junior Sea Cadet Daniel Lord helped to raise the Lord High Admiral's flag on the starboard side of HMS Prince of Wales.

Daniel, 11, who has battled cancer, was assisted by Bosun CPO Jason Clark and Yeoman PO Chris Smith.

Afterwards Daniel got to meet the Duchess and said: "The Duchess asked which unit I was from and I told her all about Ashington. It was a great day."

It was also a long day. Well it was if you are a child. Parents were kept on their toes as they tried to entertain their youngsters during the wait for the ceremony to begin.

Selfies, games, and constant trips to the toilet, helped to pass away the hour or so before the proceedings began.

But even the youngest of children enjoyed the two flypasts.

The first featured eight helicopters, three Merlin Mk2s, a Bagger Sea King Mk7, an RAF Chinook, an Army Air Corps Apache, a Merlin Mk4 and a Wildcat. Eight aircraft for the eighth HMS Prince of Wales.

At the end of the ceremony two Hawk jets from 736 NAS at RNAS Culdrose screamed across the skies, followed by the rumbling of an historic Naval aircraft, the Hawker Sea Fury.

Following the ceremony, the Duke and Duchess met members of the ship's company and their families, along with ACA workers and their loved ones.

The Duchess received posies of flowers from Katie Curran, eight, the daughter of Gordon Curran, assistant support manager

at ACA, and Joshua Blacklock, six, the son of Leading Weapons Engineer Chris Blacklock.

The Duchess also received a permanent reminder of the day in the form of a Shetland Beaker – produced by Fifer Sheila McDonald – a gift from the ship's company.

Although structurally complete, work will continue on fitting out HMS Prince of Wales. More than 51 million man hours have so far gone into the design and construction of the aircraft carriers.

The project has involved more than 10,000 people, including 1,000 apprentices, 700 businesses and suppliers.

HMS Prince of Wales is due to be flooded up in the huge No1 dock early next year and is expected to arrive in Portsmouth in 2019.

That day cannot come soon enough for Stephen Moorhouse, who was named the first seagoing captain of HMS Prince of Wales and will take over from Capt Ian Groom, the Senior Naval Officer on board the ship during the carrier's build programme.

Capt Moorhouse, 44, a former Commanding Officer of HMS Ocean and HMS Lancaster, said: "Seeing our sister ship HMS Queen Elizabeth make her debut in Portsmouth was an amazing sight and I look forward to one day bringing HMS Prince of Wales home to the same warm welcome."

"Until then the ship's company in Rosyth will continue to grow, and they have much to be proud of in all the work they have done so far, working with our civilian industry partners to bring this ship to life."

Second of her class? Yes.
Second best? Never.

Pictures: Lee Howard, PO(Phot) Si Ethell, RNPOTY, LPhotos Stevie Burke, Pepe Hogan and Ben Shread



Chickenpox kept Les from harm

WITH the summer launch of the Christopher Nolan blockbuster *Dunkirk* – now the highest-grossing World War 2 film of all time – the plight of the Allied troops and their rescuers in May 1940 was back in the spotlight.

Keith Hallam, of Blackpool, wrote to *Navy News*, saying: “We are seeing some good human interest stories in our newspapers concerning the 1940 Dunkirk Evacuation, Operation Dynamo.

“This story is about my wife’s uncle, Les Hudson, from Chesterfield, in Derbyshire.

“Sadly no longer with us, he was a young seaman serving in HMS Grenade in Chatham Dockyard.

“After a short spell of home leave he’d arrived back onboard Grenade with chickenpox, of all things.

“Mass panic in the sick bay, and he was rushed back over the gangway and into the sick quarters in HMS Pembroke, the barracks next to the dockyard.

“Meanwhile Operation Dynamo got into full swing, and Grenade went to the French beaches to help out.

“Unfortunately, Grenade took a stick of bombs and was sunk [15 sailors died when the destroyer was bombed, and she blew up in Dunkirk Harbour when fire reached her magazines].

“Les Hudson, safe in the barracks sick-bay, was recovering, past the contagious stage and was allowed to walk the sick-bay grounds.

“Leaning over a parapet and watching a rag-tag army trudging through the dockyard someone from below shouted ‘Hey, Les!’ It was a bunch of his shipmates from Grenade.

“His shipmate continued: ‘Come on down, Jerry sunk us!’

“Les ran down and asked where they were going. They were off to stores to get new kit and then two weeks survivor’s leave. ‘Come with us,’ his shipmate urged.

“And that is how AB Leslie Hudson got a full brand new kit, a fortnight’s pay and a rail warrant home to Chesterfield on two weeks’ leave – and all down to chickenpox.

“Afterwards he was drafted to Simon’s Town in South Africa. He got sunk (again!), but survived, and spent almost a year in the USA recuperating.

“Demobbed in 1945 he became a coal-miner.

“He told me this story in about 1970, when I was a Chief in the Royal Navy home on leave.

“He said that for years after his demob he expected a knock on the door from a couple of crushers to lift him!”

Long service

JOHN Hailey picked up on the *Pioneering women flouted the rules* article in our July edition which stated that in 1897 two nurses were reported to have served in hospital ship Malacca.

“In fact, women nurses have served in Royal Navy Hospital Ships almost continually since 1703,” said Mr Hailey, a Sick Berth Attendant from 1955-57.

“The 1703 Muster Book for the Hospital Ship *Antelope* lists four nurses and six laundresses.

“In 1702 the Commission for Sick and Wounded Seamen recommended every hospital ship to have six nurses and four laundresses ‘none under the age of fifty’.

“These women were not always welcome on board. Rear Admiral George Byng, writing in 1704, said: ‘They have done little or no service in the past year, they are continually drunk as often as the opportunity would permit, and then very mutinous.’”

Mr Hailey is writing a book on the history of RN Hospital Ships 1620-1982.

Determination saw Ted beat tough times

TED Wicks was tenacious – some would say stubborn.

And it was this tenacity that helped the River Plate veteran through some awkward scrapes.

Ted, who died in July at the age of 96, tried to join the Merchant Navy in 1936 at the age of 15, but having failed, he opted for the Royal Navy instead, and simply lied about his age.

He trained as a visual signaller, and after a spell in battleship HMS *Ramillies* he was fortunate to be drafted to Leander-class light cruiser HMS *Ajax* in 1938, bound for the South America

and West Indies Station.

He was to spend most of his service time in *Ajax*, a familiar sight in the Caribbean and South America, and Ted found his social life improved beyond belief.

At a dance in Rio de Janeiro in August 1939, given by the English community, he met a young lady, Joyce, who after the war became his wife.

On December 13 1939, together with HM Ships *Exeter* and *Achilles*, *Ajax* opened fire on the German pocket battleship *Graf Spee*.

After 80 minutes of action, all three British ships had some

damage but *Graf Spee* broke off the action and retreated to Montevideo on December 14.

The ship was blockaded by the British and Capt Langsdorf, considering the safety of his crew, decided to scuttle his ship.

The Battle of the River Plate was the first victory of World War 2 and lifted the country’s morale.

Ted saw further action at the evacuation of Dunkirk and in the Med, including the Battle of Matapan in March 1941.

In 1942 *Ajax* went into refit so Ted transferred to Dido-class light cruiser HMS *Cleopatra*, the flagship at the Second Battle of

Sirte on March 22.

The ship lost 14 men and five were seriously injured, including Ted – so badly injured that he was mistakenly placed with his dead shipmates until someone saw his legs twitch.

Ted lost an eye and half a stomach, and doctors said he’d be lucky to make 35, maybe 40. They clearly didn’t know Ted...

Over the next two years Ted underwent plastic surgery for severe facial injuries, and on discharge from hospital (and the Royal Navy) he joined Shell as a communications expert.

Having maintained a relationship with Joyce through letters (they had only been together at the dance in Rio for two hours), the couple agreed to marry.

Joyce made the long journey from Brazil – only to find that Shell were sending Ted to South America.

They subsequently lived in Colombia, Venezuela, Brazil, London and Borneo – the flight to the Far East being something of an adventure over three days (with stops in India and Singapore), finishing with a short hop in a Douglas DC3 only a couple of thousand metres above the jungle canopy.

On arrival at the grass airfield they went through the terminal – a small garden shed – which set the tone for the next couple of years, living in a wooden house on stilts between the ocean and the jungle.

The only entertainment in Seria at that time was a club house with a bar and swimming pool, and Ted became the cox to local rowing teams – and all the hard work of the Miri Belait Boat Club was rewarded in 1957 when they won the Far Eastern Amateur Regatta in Singapore, ending the six-year reign of the Royal Singapore Yacht Club.

Ted and his family settled back in Surrey, and when Joyce died his sorrow was eased by the couple’s letters.

His second wife, Ray, helped Ted through some difficult times, and the community of Godalming rallied round to help the war veteran when Ray died.

Ted, a “chocolate fiend” and avid teddy bear collector, according to his family, had his name immortalised in the town of *Ajax* in Canada, named for the victory at the River Plate.

The town names highways in honour of the sailors of the three ships involved in the battle, and Ted went to Ontario in 2010 for the dedication of Wicks Avenue.



● The White Ensign placed on the wreck of HMS Vanguard in 2009 is recovered by a member of the Northern Diving Group to be brought back to the surface at Scapa Flow earlier this year

Picture: Marjo Tynkkyinen

Poignant epitaph to victim of Vanguard

OUR article on page 20 of the August edition (*Drivers remember forgotten WW1 disaster*) prompted John Pittock, of West Yorkshire, to write to us.

The article told of the loss of dreadnought HMS *Vanguard* at Scapa Flow in 1917 with the loss of 843 men.

It is thought a smouldering fire in a coal bunker ignited cordite charges, setting off an explosion that destroyed the ship.

John said: “I found that article quite moving.

“My wife’s grandfather, John Cooper, was a stoker in HMS *Vanguard* when she exploded at Scapa Flow on that fateful night.

“He was one of the 800 men killed, whose body was never recovered.

“His name is on the Chatham Naval Memorial.

“His widow left the family Bible, which was passed down to my wife, and in it is an entry by John Cooper which is as follows:

‘Of the Great European War. For King and Country;

‘I, John Cooper, joined the Royal Navy on the 2nd day of January 1915 and had some lucky escapes, was lucky then the Princess Irene blew up in Sheerness harbour, and I named my child Irene, which was born the same time,

‘I was drafted shortly after to the H M Ship Vanguard and went into action on the 31st May 1916 off Jutland, and won a great victory, and hardly a month passed we stood by for action again, when we lost

2 Battle Cruisers in a Submarine attack on us, this was the latter end of June 1916.’

These were his last words to his wife; she made the following entry in the Bible:

‘These are the last word’s my husband wrote on leave November 29th and he lost his life on July the 9th 1917 and peace was declared on November 11th 1918, wrote by his wife - lost on the HMS Vanguard.’

“At the time she was expecting another child – my wife’s mother – and as was the custom she was named Violet Vanguard Cooper.

“Sadly Violet never saw his name on the Memorial, but we made a visit and paid our respects to him, and to the others who also died.”

Oil-cap error almost led to disaster

A WARTIME air mechanic is still haunted by a colleague’s mistake that could have cost the life of a pilot.

Peter Cooper, 90, of Leicestershire, was serving at Scottish air station HMS *Fulmar* – now RAF Lossiemouth – with 766 Naval Air Squadron in 1947.

The squadron CO/Chief Flying Instructor at the time was Maj Vernon Cheesman RM, a distinguished wartime pilot who had won the DSO and DSC.

“I was very proud to have been appointed plane captain in charge of his personal aircraft, a Firefly,” said Peter.

“On this occasion the Major was about to lead a group of young Canadian pilots on an aerobatics exercise over the Shetland Islands for about two hours.

“The aircraft for the day were pulled out of the hangar and onto the dispersal where all inspections were carried out and signed for.

“The aircraft all took off as arranged and disappeared over the horizon – then suddenly the fitter on my aircraft ran over to me white-faced and shaking.

“He said ‘Pete – I’ve just remembered, I’ve not replaced the oil filler cap in the port-side wheel well!’

“Now, it’s obvious that a Griffon engine will not run for

many minutes – or seconds – without oil.

“Roger Bannister may have later run a four-minute mile, but I must have broken that record between dispersal and the control tower.

“I burst into the tower – a cardinal sin in itself – and shouted: ‘Please contact Maj Cheesman immediately – he is in great danger of crashing into the sea and disappearing without trace!’

“Everyone, including the Captain, was astonished but reacted like lightning, and in the confusion I disappeared back to the dispersal, where the news had already spread.

“And then the waiting began.

“After about 20 minutes a tiny speck appeared over the far runway and landed – and even at that distance we could see the black oil right down the fuselage.

“The Major taxied in, climbed out of the aircraft and walked straight up to me and other members of the ground crew and said ‘You had better get that aircraft cleaned up.’

“This was the very nature of the man. Here was a terrible mistake that could have cost him his life and also a valuable aircraft, all caused by one small error.

“Next day we were called to his office and the fitter was given a right dressing-down, but not put on a charge.

“My respect for Maj Cheesman was doubled that day, and he always spoke to us with respect despite the differences in rank.

“I wonder if that fitter, who was from Yorkshire, is still alive – like myself, he would never have forgotten that incident.”

Maj Cheesman had been awarded his wings the month before Britain entered World War 2, and having been seconded to the Fleet Air Arm as a seaplane pilot he retrained at Yeovilton in 1943 to fly fighters.

He won the DSO for leading a Firefly squadron, 1770 NAS, in the attack on Tirpitz in July 1944 (Operation Mascot), and the DSC for his part in the raids on vital oil refineries at Palembang in Sumatra early in 1945.

Maj Cheesman – known as the Cheltenham Flyer in recognition of his home town – was also heavily involved in air raids in support of the American invasion of Okinawa.

In January 1946 Cheesman took up his appointment at HMS *Fulmar*, and he decided to take retirement from active service in 1950.

Long search for German sailor’s kin

PETER Higgins, of Merseyside, got in touch with us to relate the tale of a dog-tag that belonged to a sailor on the German battleship *Bismarck*.

“During World War 2 my father, Stanley, was a sailor on board the Royal Navy heavy cruiser HMS *Dorsetshire* which, amongst other things, took part in the action to sink the German battleship *Bismarck* in 1941.

[*Dorsetshire* not only bombarded *Bismarck* with gunfire, but was also ordered in to finish the German ship off with torpedoes. She picked up 85 of the 110 survivors, but was forced to abandon the rescue because of the threat of U-boat attack.]

“At the end of the battle, Dad was one of the crew members who helped haul aboard the small number of German survivors who were picked up after the *Bismarck*’s sinking – and one of the men he helped haul aboard gave me my dad’s identity tag.

“Dad kept the tag with him, even after *Dorsetshire* was sunk by Japanese dive bombers in the Indian Ocean in 1942 and he spent 36 hours clinging to wreckage before his own rescue.

“In 1974 he was invited to attend a *Bismarck* survivors reunion in Hamburg, Germany, and his plan was to return the ID tag to the old crew member, who had emigrated to Canada after the war.

“But as fate decided, the German sailor passed away shortly before the reunion, and so the return never took place.

“In 1992 Dad decided to donate the tag, together with other artefacts of his from World War 2, to the Maritime Museum in the Albert Dock, Liverpool, where they have remained on display ever since.

“I tried for many years to track down the German sailor’s family via the Internet, but without success.

“Sadly, Dad passed away in 2013, aged 93.

“This year I decided to have another search for the German sailor’s family – and this time I was successful.

“It appears the survivor had decided to make a new life in Canada after the war, and I managed to make contact with his great-granddaughter via, of all things, an obscure artist’s website.

“At first, as you may imagine, she thought I may have been some predatory internet pervert, but when I provided her with details which only I would know about the ID tag she was finally convinced of my veracity.

“The young woman has now applied to the Merseyside Maritime Museum to ask if her family can now take possession of the ID tag 76 years after it was originally handed to my father.”



Naval Service provides stars for air show

Good vibrations

ROYAL Marines hogged the limelight on the final day of the Bournemouth Air Show as poor weather grounded the air displays.

A beach assault in Viking vehicles proved the highlight for many of the thousands of visitors.

Royal Marines also put on demonstrations of unarmed combat, while RFA Argus – complete with a Merlin helicopter – was anchored off the beach.

The beach assault and the timetabled Vintage Sunday ground-based entertainment went ahead, bringing to a close a four-day event that attracted more than 700,000 people to the Dorset resort.

Music was supplied by the Royal Marines Band HMS Collingwood at East Overcliff.

Event director Jon Weaver said an estimated 450,000 people attended on Saturday, with more than 1,000 boats watching off the coast.

The annual festival included displays by the Red Arrows and the Twister Duo pyrotechnic planes.

Next year's festival is scheduled to take place from August 30 to September 2.

Pictures: LPhot Barry Swainsbury



● Above, from left, Harley Williams 'joins' the Royal Marines; RM Band Collingwood marches through the town; Left, a Royal Marine during the beach assault; Below, from left, an unarmed combat display; the beach assault; watching the Red Arrows from RFA Argus



End of illustrious career for RN's 'The General'

COMMODORE Jamie Miller oversaw his last Bournemouth Air Festival before retiring from the Royal Navy after 48 years.

Cdre Miller said: "I leave this role as Naval Regional Commander since 2004 with a legacy of which I'm proud."

"It's so rewarding to be appreciated, especially by the people of Bournemouth and others."

"When the chips are down and we're at war, for instance, this feeling gives us a morale boost and fortifies us knowing we are being supported back home."

As a Lt Cdr during the Falklands Conflict, he was aboard the Type 42 destroyer HMS Coventry when she was bombed and sank.

He scrambled into a lifeboat, which was also hit and sank.

He later said: "I was huddled in the foetal position and I had a rope caught around my leg so I could hardly move."

"All I could think about was the fact I had only just got married so I needed to get myself out of this situation."

"I moved my left arm a few times and somehow I managed to break free of the lifeboat."

"I then clung to a spare anchor that was attached to the ship for



around 15 minutes and then I was airlifted away."

"When something like that happens to you time slows down."

"You get a strange sense of calmness and your survival instinct and training knowledge kicks in."

Cdre Miller was Commander of the Amphibious Task Group of ships and other air and land forces sent to Iraq in 2003.

Known as 'The General' for his hobby of collecting tin soldiers, Cdre Miller's eventful career has seen him serve in 18 warships, commanding five of them.



● WO1 Geoff Kendall receives the trophy from Brig Spencer

Well done, hot shot

ROYAL Navy Reservist WO1 Geoff Kendall was crowned top of the shots at the Royal Navy and Royal Marines Operational Shooting Competition.

WO1 Kendall, of the air branch, consistently applied his marksmanship skills across both the Service SA80 A2 rifle and Glock pistol.

The Warrant Officer, with the help of a core of air branch personnel, plans, facilitates and coaches the FAA Operational Shooting Team in preparation for this event. He stood in at the last minute to captain the FAA Operational Shooting Team during the RNRM Inter-Command element.

The team finished second behind the Royal Marines. At this year's meeting, WO1 Kendall was also appointed the RNRM team captain for the Inter-Service events where the team performed well, but unfortunately no silverware.

He received the Ramsay Trophy from Brig Richard Spencer.

Chance of a lifetime

A RESERVIST from West Yorkshire had a leading role at the Royal Edinburgh Military Tattoo.

It was one of many highlights in a varied Naval career for Amphibious Warfare Officer Lt Robin Hainsworth, from Batley, who had the prestigious role of Officer in Charge of the Guard of Honour.

He said: "It was a real honour for me to lead the guard – the chance of a lifetime. I've watched it for countless years since I was a boy."

A Reservist based at HMS Ceres in Leeds, he originally joined Calder Division in 2003 and has also served with the Royal Fleet Auxiliary.

As part of the Amphibious Warfare branch, that provides support to the Royal Marines, he has been involved in both amphibious exercises and the



navigational training of Marine Coxswains.

Rob's civilian career is as a Merchant Navy dynamic positioning deck officer working offshore servicing oil rigs.

In addition, he is a volunteer crewman at the RNLI Humber Lifeboat Station.

On top of all of those responsibilities, the 2nd Dan Black Belt in Shotokan Karate, represents the Navy in Inter-Service competitions and takes part in the annual Royal Navy Reserve Dinghy Sailing Regatta.

The RN's (micro)phoney war

TO DEFEAT your enemy, first you must know him.

The words of Sun Tzu (paraphrased a tad) remain as valid now as when his teachings were recorded for posterity two and a half millennia ago.

It reached its apotheosis in World War 2 as a concerted intelligence effort was made like never before to defeat Nazi Germany – from spies and saboteurs ‘setting Europe ablaze’ to Bletchley Park’s team of geniuses eventually cracking the ‘unbreakable’ Enigma code.

What today we call ‘human intelligence’ (HUMINT) also reached new levels. Ian Fleming famously sent his specialist commando unit roaming around western Europe in search of Hitler’s secrets. And here in the UK, we hosted captured German prisoners in large country homes, fed them well, gave them access to large libraries, allowed them to take tea and chat.

It may sound rather comfy chair/Python-esque, but it was a very clever method of relaxing a captured foe and loosening lips under the Combined Services Detailed Interrogation Centre, or CSDIC.

After initial capture and debriefing, ‘I for interrogation’ rarely came into question – and the CSDIC folk certainly did not resort to Gestapo/NKVD torture methods to extract information.

To gain an understanding of the German military mind, prisoners were lured into a false sense of security – either by their comfy surroundings, or by introducing willing prisoners planted as spies to goad their countrymen into revealing secrets, picked up on hidden microphones.

Otherwise the listeners – often German Jews who had fled the Nazis – waited for an interesting topic to come up before recording the chatter so it could be translated, transcribed and analysed by intelligence experts.

Results were not instantaneous, but they did come. The candid conversations yielded not just



● Blindfolded survivors of the ‘lucky Scharnhorst’ are led ashore at Scapa Flow eight days after the battle-cruiser was sunk off the North Cape. They would face interrogation by Naval Intelligence before their private conversations were recorded to glean a more candid insight into Hitler’s war machine.

Picture: Imperial War Museum/A12102

useful intelligence which the Allies might exploit to win the war, but also revealed some of the darkest secrets of the war such as ordinary soldiers’ and generals’ knowledge of, and frequently, involvement in, the mass murder of civilians and Jews in particular.

The chatter was typed up, comment passed by intelligence officers and key information shared with the relevant authorities, then filed away and eventually ended up in the vaults of the National Archive in Kew.

About a decade ago, German historians ‘rediscovered’ the documents and hailed them as a revelatory insight into the mind of

the Third Reich’s military leaders (*Tapping Hitler’s Generals*) and the ordinary soldier (*Soldaten*).

The transcripts run to thousands of documents and millions of pages – at the peak of the operation in 1944, the naval intelligence arm alone was filing 2,000 reports each month.

And it’s that peak period – the first few weeks of 1944 in fact – that Derek Nudd focuses on in *Castaways of the Kriegsmarine* (*CreateSpace*, £9.99 ISBN 978-1548371012), the first book specifically looking at the naval side of CSDIC’s work.

In January 1944, the interrogation centre faced a

sudden influx of nearly 2,500 prisoners after a string of successes: the sinking of the battle-cruiser Scharnhorst, the blockade runner Alsterufer, a couple of U-boats and the torpedo boat T-25.

Once in the hands of the CSDIC teams, the garrulous German prisoners began to unwittingly provide their captors with information on morale, equipment, radar bandwidths, attitudes towards National Socialism and the outcome of the war. But the conversations also threw up attitudes to sex and the peoples of occupied Europe (the French were “a beastly race”

whereas Dutch girls were “the right stuff” and ideal marriage material).

Just 36 of Scharnhorst’s crew were picked out of the icy waters off the North Cape following the battle-cruiser’s unequal battle run in with HMS Duke of York and Belfast, *inter alia*, on Boxing Day 1943. They proved to be men of high morale with an almost unshakeable belief in a vessel they dubbed ‘lucky Scharnhorst’.

“You know they swore by the Scharnhorst – that’s why no-one jumped overboard,” said Leading Hand Rudi Birke. “They said: ‘Scharnhorst will never sink!’”

But she did. And it shook belief in Nazi Germany winning the war.

“The chances of victory are 100 to 1 against us,” one sailor told a friend. “We are fighting the three mightiest peoples of the earth.”

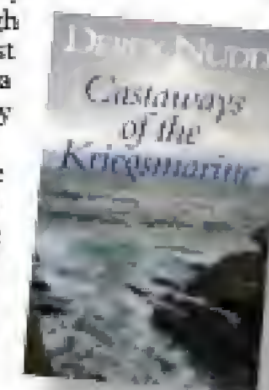
His shipmate nodded. “It was madness to start the war and I simply can’t understand how they think they are going to win now.”

Others still kept faith in the much-lauded wonder weapons which Nazi leaders had repeatedly promised, but failed to deliver (the first flying bombs wouldn’t be launched against England until mid-June 1944).

“We ought to fire shells on London for days on end and give them a real blood bath,” one prisoner demanded. “I have no sympathy for those swine.”

Interested though the intelligence men were in what would become the V-weapons, they were particularly keen to learn about Germany’s likely response to the invasion of France – earmarked for the spring of 1944. They learned that “invasion fever is rife”, that the Atlantic Wall – the line of defences from Denmark to the Spanish border – was potentially formidable

(“If it is fortified everywhere as heavily as it is near Brest, then it’s lilies for them”), and that the Kriegsmarine’s reaction was likely to be fragmented. Every operational U-boat would sail to attack the invasion fleet; the crews of those boats not fit for action would be given rifles and used as cannon fodder to defend their bases.



The interrogators learned that the pressures of war and heavy losses were taking their toll on the quality of their foe: training was being pared to the bone, officers’ instruction had been almost cut in half. And they also learned that the Kriegsmarine had bloodied its hands with occupational policy in the East.

German marines and soldiers had seized the Latvian port of Liepaja (Libau in German) after bitter fighting during the first few days of the campaign against the Soviet Union in 1941. After an incident in a brothel, sailors rounded up more than 180 – most of them Jews – as engineer Kurt Liedtke, rescued from U-845, confided in a comrade: “They toppled over like ninepins. We formed them up in a row of 50 at a time. A burst of fire and they were gone. They were piled up so high that you couldn’t see over them. The next ones that came shovelled earth over them. The ones who were still alive suffocated in the sand.”

Such vignettes pepper this excellent little book which gives us a fresh insight into the mentality of the ordinary German *Matrose* (matelot), painting an unvarnished picture of the men and their leaders. It’s also another nail in the coffin of the ‘clean Wehrmacht’ myth gradually destroyed over the past couple of decades. It should be on the shelves of anyone interested in the Kriegsmarine or WW2 at sea.

From the Baltic to Broadsword and beyond

UNUSUALLY my column this month reviews new editions of books already published, writes Prof Eric Grove.

The first is *Freeing the Baltic*, the third edition of Capt Geoffrey Bennett’s excellent book on Royal Navy operations in the Baltic from 1918 to 1920.

It was originally published with the title *Cowan’s War* in 1964; Admiral Sir Walter Cowan was commander of RN forces in the Baltic for most of the period. He is much honoured in the Baltic states today – indeed I had the privilege of speaking about his operations at a recent conference at the Baltic Defence College in Tartu. Most suitably the location was the Cowan Room with many pictures of his activities on the walls as ready-made ‘visual aides’.

The Estonians, in particular, have every reason to be grateful to Cowan and his ships. One of their main activities was protecting the newly-independent state from the Bolsheviks, anxious to reconquer these former parts of the Russian Empire. Luckily their main axis of advance was subject to naval gunfire that was applied with effectiveness.

The Reds were not the only problem. Germans also had a continued interest in the region. Indeed the last RN sailor to be killed by German forces was a victim of this campaign, long after the Armistice. To complicate matters further, White Russians might be anti-Bolshevik but they were anti-Baltic nationalists as well. The political



● The Bolshevik cruiser Oleg sinks after being torpedoed by Augustus Agar’s MTB; he earned the VC for his action, among the most famous episodes of the RN’s campaign in the Baltic at the end of WW1.

IWM Q 69745

THE GROVE REVIEWS

background was complex indeed, but Bennett is able to explain it and its subtleties with remarkable clarity.

Bennett’s son Rodney wrote an addendum to the second 2002 edition that added a few references, updated the ending and corrected a few details. He also put in an account of Cowan’s ‘unusual’ activities during World War 2. For the third edition, he has added an informative preface and a short extra section on the fate of HM submarine L55, lost to the RN but raised and used by the Soviet Navy. Otherwise the book is very much as originally published, even down to the pagination which allows the excellent index compiled by the late Superintendent Mary Rundle WRNS to be used.

The book remains the standard

account of a series of operations that one hopes will be more fully commemorated when their centenary comes up after that of the armistice next November.

Shortly after its flagship HMS Cardiff had led the most powerful units of the German High Sea Fleet to ignominious surrender off the Firth Of Forth, the Sixth Light Cruiser Squadron was on its way to the Baltic. Bennett senior said this happened ‘next day’ but he was later informed by a member of Cardiff’s ships company that the squadron actually sailed five days later. Many sailors were unhappy about this but Cardiff’s Capt William Kerr was able to handle the situation. Maintaining discipline in this immediate post-war period was a real challenge to the

officers of all ships deployed but, as Bennett the elder puts it, the wonder in the circumstances is there was not more mutinous behaviour rather than there being any.

Although the most notable events of the Baltic campaign were the activities of the Coastal Motor Boats (CMBs) in the sinking of the cruiser Oleg and the attack on the Red Fleet at Kronstadt that neutralised the Bolshevik fleet, these were but highlights of a whole series of actions.

Cowan used considerable initiative to put into effect the rather vague orders he was given by the Admiralty – the classic example of what Sir James Cable called ‘catalytic’ gunboat diplomacy. The story is a fascinating one and this book is unhesitatingly recommended. *Freeing the Baltic 1918-1920* (*Pen and Sword*, £19.99 ISBN 978 1 47389 307 8) should be on the bookshelf of anyone interested in 20th Century Naval history and maritime strategy. In the current international situation with Russia again pressing the Baltic states the lessons are direct and clear. The past may well be prelude.

The other reissue this month is a paperback version of Norman Friedman’s excellent book on *British Destroyers and Frigates: The Second World War and After* (*Seaforth*, £25 ISBN 978 1 5267 0282 1).

The author begins with the Tribal-class large destroyers of the 1930s, moves through the later fleet destroyer and trade defence escort vessels, (sloops, escort destroyers and corvettes immediate and frigates – all being

eventually rated ‘frigates’ post-war) to the Battles, Weapon, Daring and unbuilt Gallant-class destroyers of the post-war Navy. The account then moves on to post-war destroyer designs that culminated in the large County-class guided-missile fleet escorts. There then follow the post-war frigates and the ex-destroyer frigate conversions and more austere designs that made up numbers, leading to the general purpose Tribal and Leander classes. Finally come the later post-war generations – the Type 82s, 42s, 21s 22s and 23s as well as the unbuilt (and therefore tantalisingly interesting) Types 43 and 44.

Finally there is a chapter on ‘The Future’. Here is the only disappointment as this last chapter is still the one written in 2006. Much has happened since then: the entry into service of the six Type 45s, plus the debate over future surface combatants, the C1, C2, C3 studies, the ‘global combat ship’ Type 26 and the new Type 31e.

It would not have taken long for someone of Dr Friedman’s ability to use the available sources to produce his usual cogent and in-depth analysis so clearly on display elsewhere in this volume.

As usual with the combination of Friedman and Seaforth, standards of production and illustration match the research and cannot be bettered. A D Baker’s drawings are, as usual, of a very high quality.

Everyone who did not get the old edition should obtain this one. It is essential reading for those who wish to understand the recent past of the Royal Navy.



Dinner for Donna

OUTSTANDING leadership skills have earned a Royal Navy PTI a celebratory dinner at the House of Commons.

CPOPTI Donna Chapman, who won a Special Award in Leadership at her base at RNAS Cudrose, will be joined at the dinner this month by Rear Admiral Keith Blount and Donna's constituency MP Gillian Keegan.

Donna, who runs the sports department at the Cornish base, received the award in recognition of her management and leadership.

She joined the RN in 2001 as an underwater warfare specialist and seven years later was selected to join the PTI branch.

Her first job was as a physical training instructor for the new entry trainees at HMS Raleigh. Lots of time at sea followed, including on board Cornwall's affiliated ship HMS Cornwall.

Before joining RNAS Cudrose she worked at HMS Temeraire and became the first female to be the 'number one' instructor.



"The best part about being a PTI is the diversity - no two days are the same," said Donna.

"One moment you are delivering a training session, the next you are doing paperwork putting a bid together for a new piece of equipment. The people really make the job."



● Sam watches two cadets plot a course

Taste of life in the RN

A STUDENT from Kingsbridge Community College who has an ambition to be a Royal Navy pilot has been given an insight into what his future may hold at Britannia Royal Naval College.

Sam Roberts, 17, spent two weeks at the college for work experience.

He was invited to join the current group of budding pilots and observers for lessons on the different types of aircraft operated by the Fleet Air Arm, the rules and regulations for flying and the communications between the bridge of a ship and the aircraft on landing or take-off.

Sam said: "I've always wanted to join the Armed Forces and I'm looking to be a pilot. I've had a chat with one of the staff here and being an observer does sound quite good fun as well."

During the second week Sam was invited to become involved with the cadets' final maritime leadership exercise.

His interest in flying was sparked at the age of 13 when he joined the Air Cadets and went to a summer camp at RAF Benson, where he flew in Merlin helicopters.

Later Sam joined the Combined Cadet Force at Stoke Damerel College in Plymouth, where he was studying for his GCSEs. He decided that the Royal Navy section was the one for him and found out that the RN also operates Merlins.

Sam said: "I came to BRNC with school a couple of times as a member of the CCF. Everyone has been very friendly this time. It's very, very busy here which I didn't quite expect."

"Being here has definitely motivated me and I'm going to apply to join. I'm hoping to do my application in a few weeks and then get my aptitude test out of the way. If everything goes to plan I'll come here in September 2018."



Hot stuff for families

ROYAL Navy personnel and their families - along with their counterparts from the RAF - braved 40°C heat to walk a mile to raise funds for charity.

The personnel are based at Edwards Air Force Base in California and carried out the walk to raise funds for the RAFBF, RAFA, RAF Charitable Trust and the RAF Museum.

Next year marks the centenary of the RAF and Servicemen and women plan to walk from the

lowest to the highest point in California, as well as take part in an endurance motorcycle ride across seven states.

The personnel are either members of 17(R) Squadron RAF or the Joint Operational Test Team working on the operational testing and development of the F-35 A, B and C variants.

The UK's fleet of B variant planes will fly from HMS Queen Elizabeth and HMS Prince of Wales.



● Fleet Commander Vice Admiral Ben Key inspects the officers

Ready for action

FLEET Commander Vice Admiral Ben Key took the salute at Britannia Royal Naval College as the latest group of Officer Cadets marked their formal commissioning in front of their families and friends.

The passing out signified the successful end of training for 148 newly qualified officers.

On parade were 108 officers destined for a career in the Naval Service, including 21 officers promoted from the ranks, and 13 new officers for the RFA.

The parade also included 19 International Students from Albania, Angola, Azerbaijan, Bahrain, Egypt, Oman, Ukraine

and the United Arab Emirates. Commanding Officer of BRNC Capt Jolyon Woodard said: "The cadets have been tested on Dartmoor, on the River Dart, in the classroom and at sea."

"They have been stretched mentally and physically."

"They have met the high standards we require of them and can now look forward to an exciting future within the Fleet."

Also taking part were Officer Cadets at varying stages of their training. The musical accompaniment was provided by the Band of Her Majesty's Royal Marines Plymouth.



Bloomin' marvellous

MINISTRY of Defence engineering apprentices delighted children by transforming an inner-city garden.

The ageing garden has been reborn after the green-fingered apprentices from HM Naval Base Devonport in Plymouth redesigned, rebuilt and replanted the outdoor classroom and recreational area.

Sixteen apprentices consulted with children and staff of Mount Wise Primary in Plymouth before creating a pond with wildlife access slope, fledgling orchard, insect haven, benches, raised flowerbeds and a footpath.

Naval Base Commander Cdre Ian Shipperley opened the garden as the pupils gave it the thumbs-up.

Kezhal, aged nine, said: "It's a beautiful garden. I can't wait

for the trees and bushes to grow properly."

Headteacher Chris West said: "This is a great space which has already sparked the imagination of the children. Some of our pupils don't have a garden as they live in high-rise blocks of flats."

"They can see where and how food grows in our separate produce garden and will be able to harvest apples and pears."

Apprentice Shelby Sewart, 18, said: "It's brilliant to see the children's faces as they are already interacting with the garden before it's fully embedded."

"We gain lots of skills, working as a team, liaising with the community and project management among them."

"It's been a very rewarding project."

Falklands flower inspires veteran



● Steve Butterworth sits on a discarded ammunition box on Goat Ridge during his last visit to the Falkland Islands

A POEM written by Falklands Islands veteran Steve Butterworth has been transformed into a song that has been recorded by a choir from Port Stanley.

In 2014 Steve, an Outreach Worker from Haslingden-based charity Veterans In Communities, returned to the islands for the first time in 32 years.

He served in the Royal Navy from 1976 until 1983 and was a catering accountant in HMS Intrepid, but during the day he was a medic patching up the wounded, mainly Welsh Guards from the Sir Galahad.

Although he was never affected by Post Traumatic Stress Disorder, Steve, 57, said he witnessed some 'horrible things'.

On his return to the Falklands, he was moved by the islands' national flower Pale Maiden and its strong scent.

He said: "This little flower and its fragrance had such an impact on me because having treated some of the Welsh Guards, the smell of those terrible burns and wounds stayed with me."

"The small white bloom with a yellow centre and red veins and especially its distinctive fragrance became a symbol of hope."

"I wrote down what I was thinking and it became a poem - Pale Maiden."

"When I returned, it was suggested I make it into a song and I wrote a further three verses. "That little flower turned a

negative experience in 1982 into a positive in 2014."

"When I returned to the Islands in 2015 I approached the Port Stanley Cathedral Choir with a view to them recording my song."

Pale Maiden is now being sold for £5 with all profits benefiting VIC and the South Atlantic Medal Association.

The song is a sentimental dialogue of how the Pale Maiden grows and protects the islands from land, sea and air and acts as a 'Guardian Angel' to the fallen.

A second female section, co-written and sung by acclaimed folk singer Corrie Shelly, portrays the flower singing to herself.

On the CD Port Stanley Cathedral Choir and Infant and Youth Choir sing one version, the male part of the song, with music composed and lyrics arranged by VIC member Alan Willetts and veterans' sweetheart Sarah Dennis.

VIC member Nina Birley composed the second female version of the song and Steve, who works in Heywood, Middleton and Rochdale, provided backing vocals.

It has been played on the Falkland Islands radio station and is available to buy from VIC on 01706 833180 or email info@vic.org.uk

To hear a sample of the song visit YouTube and search for Pale Maiden.

Mates rally to help out Steven

TWO teams of air engineers at HMS Sultan, Gosport, took to the football pitch to show their support for Kick Cancer and a colleague affected by the disease.

LAET Steven Taylor was diagnosed with bowel cancer. An avid Norwich City fan, Steven also wanted to help other cancer sufferers and to highlight the good work being undertaken by the Norwich City Community Sports Foundation (CSF) and Norfolk-based cancer charity The Big C.

After hearing Steven's wishes, staff

and students from the Defence College of Technical Training's Royal Naval Air Engineering and Survival Equipment School, where he had been studying, decided to raise funds.

Wearing kits donated by the Canaries, a team comprising Steven's classmates took on staff from the school and it was the school which took the honours by three goals to one.

LAET Jamie Ward said: "Steven is a top guy who has done quite a lot for us as a class to bring us all together. That's why we're all

here now, as we all want to do well for him and bring in some money for the charity."

CSF is Norwich City Football Club's affiliated charity partner. CSF helps over 38,000 people every year achieve their goals through sport, supporting some of the most disadvantaged, disabled and talented people across Norfolk.

The events at HMS Sultan helped to raise over £1,000 for the charity. Steven hopes to be able to formally present the donation at Carrow Road at an upcoming fixture.



Beacons of light bear expert's name



A NAVIGATION expert who played a key role in ensuring the Royal Navy's new aircraft carriers can safely enter Portsmouth Harbour has had a set of new beacons named after him.

Six beacons situated at the northern end of the harbour are known as Goddard's Beacons after David Goddard.

David, who spent 33 years in the Royal Navy before joining Babcock International, is the bridge simulator manager at HMS Collingwood.

He was heavily involved in the simulator trials conducted to test and confirm the suitability of the new dredged channel and navigation aids for HMS Queen Elizabeth and her younger sister HMS Prince of Wales.

During the trials more than 200 entries and exits of the harbour were simulated, in various wind and tidal conditions.

David recommended the installation of a number of pairs of transit beacons that would help ensure that the navigation team in the aircraft carriers could visually determine the ship's path and remain safe.

These recommendations were accepted by the Royal Navy, the Queen's Harbour Master for Portsmouth and the UK Hydrographic Office.

The beacons in the northern part of Portsmouth Harbour are used for entering the harbour, and those near Spitbank Fort opposite Southsea Common, are for exiting the harbour.

In recognition of his work, David also received a copy of the Portsmouth Harbour Chart used by the Queen Elizabeth-class ships from Flag Officer Sea Training, Rear Admiral John Clink, pictured left.

Adm Clink said: "This is very humbling for me as a specialist navigator; you have always been admired by everyone you deal with."

"As a professional navigator you know exactly what's on this chart and what it represents. To have these beacons named after you is right and proper; that your hard work has been recognised is brilliant news."

The three pairs of beacons at the northern end of the harbour are used to judge where the warship lies in relation to the centre of the channel.

The bridge should be aligned with the middle pair of beacons, while the left-hand pair of beacons mark the left hand side of the channel and the right hand pair the right hand side of the channel.

David said: "The beacons were developed and trialled in the bridge simulator at HMS Collingwood to prove that they worked as intended."

"I claim the credit for these and the beacons at the north end of the harbour have been named after me."

"I understand that the layout of these beacons is unique; this is a huge honour for me to have them named after me. I would also like to pay tribute to all the controllers here who were involved with this project."

Proud moment for Admiralty Pilot

CHIEF Admiralty Pilot Tony Bannister's hundreds of hours spent in bridge simulators paid off as he produced a textbook first entry of HMS Queen Elizabeth.

"I have been involved in every aspect of this project," he said. "From the initial channel feasibility study and approach channel options, to the deepening and widening required, installation of bespoke navigational marks and the transportation of the block modules that were built in Portsmouth and towed to Rosyth on large flat-top barges."

"The culmination of all this work and then being the pilot that was a member of the team for HMS Queen Elizabeth's safe delivery into her home port as an operating ship was a very rewarding and proud moment."

"The weather was excellent, the securing of the tugs and conduct of the associated security escort along the passage and final berthing in harbour went entirely to the practiced plan with no reason for concern."

Tony, who joined Portsmouth Naval Base in the 1960s as a deck boy, faced many challenges to bring the aircraft carrier into Portsmouth for the first time. "Tidal conditions, wind strength and direction,

towage capability and restricting the navigational channel for the transit of this ship were all challenging.

"To mitigate the risk, we apply stringent environmental windows and limits."

"The denominating factor that has not changed in the Portsmouth channel alterations is the harbour entrance, the three-quarter-mile transit through the entrance is the primary reason for the installation of the visual triple transits situated at the northern part of the harbour to maintain this critical heading."

"We used a full mission ship simulator in the Netherlands that enabled not only the simulation of the ship and port model, but also the four prime tug positions to be secured and operated separately by the tug masters in modelled simulators of the tug types within the port."

"The result of this was the capability to bring the ship's command team, pilots and tug masters to one institution and simulate many entries, departures and emergency scenarios and define the environmental limits for operating this class of ship in this port."

Tony, who plans to stay on at least until he's on the bridge of HMS Prince of Wales when the ship enters Portsmouth, added: "I could not have wished for a smoother arrival."



● Chief Admiralty Pilot Tony Bannister

First Sea Lord thanks duo for their service

STAFF at HM Naval Base Clyde were joined by First Sea Lord Admiral Sir Philip Jones when the head of the Royal Navy visited Scotland's largest military base.

Accompanied by his wife, Lady Elizabeth Jones, the First Sea Lord toured both Faslane and Coulport sites, visiting some of the thousands of sailors, submariners and Royal Marines at the Naval Base, together with the civil servants

who support them.

Two personnel from Clyde were presented with medals, with MOD Civil Servant Mairi Stevenson awarded the Imperial Service Medal (ISM) and 43 Commando's Lt Col Pete Kemp being presented with a Long Service and Good Conduct medal with Bar.

Mairi, who recently retired from MOD Training at Clyde, picked up the ISM after 30 years of valuable service and for

her important contribution to the work of the department.

Lt Col Kemp's award was presented for 15 years of reckonable service and for meeting the highest possible standards.

During the visit Lady Jones also headed to Helensburgh where she toured Churchill Square's Drumfark Club which is currently undergoing a major refurbishment, and met representatives from Royal Navy and Royal Marines

Welfare and organisation Recruit for Spouses.

The Admiral said: "It has been an extraordinary year for the Navy."

"We have signed the Crowsnest capability contract, named the first of a new batch of Offshore Patrol Vessels, rolled-out HMS Audacious, cut steel on the first Type 26, and, of course, welcomed HMS Queen Elizabeth to her new home in Portsmouth."



Shortcut helps charity

MOD civil servant Steve Styles braved the shave to raise cash for Macmillan Cancer Support.

Steve, who works in the Programme Support Office, was joined by colleagues in HM Naval Base Clyde's Lomond Building as he went under the razor, courtesy of Josef from Josef's Hair Design in Helensburgh.

"Lots of people I've known over the years have experienced cancer," said Steve, "some have survived and sadly others did not. When I heard about Macmillan's latest campaign I wanted to help so I thought I'd just go for it!"

Colleagues observed the shave in the Programme Support Office and gave Steve a round of applause as the last of his locks came off.

"The support I've had from my family and colleagues has been great," continued Steve. "The amount raised is over the £200 mark so far, although some in the office have christened me Baldielocks!"

If you wish to support Steve, visit the Brave the Shave website, select Donate, and search for shaver Steve Styles at <https://bravetheshave.macmillan.org.uk/>



Milestone for home

A NEW home caring for disabled veterans in High Wycombe reached an important construction milestone with a topping-out ceremony.

The Royal Star & Garter Homes welcomed guests including the Rt Hon The Earl Howe, Minister of State for Defence, and Air Chief Marshal of the Royal Air Force Sir Stephen Hillier.

Sir Stephen carried out the traditional Saxon ritual of anointing a yew tree branch attached to the last roof beam with wine, oil, corn and salt symbolising wisdom, liberty, prosperity and hospitality. The beam was then hoisted into its final position.

The home, which is due to open next summer, will provide specialist nursing and therapeutic care for 74 residents and will include a dementia care wing for 30 residents.

The charity's homes in Solihull and Surbiton have been awarded the Level 1 Kitemark by Dementia Care Matters.

It indicates that a home is demonstrating 'exceptional person-centred dementia care of the highest quality of life level'.

Only one percent of care homes within the UK achieve a Level 1 distinction.



Head for heights

SUE Haigh from HMS Collingwood's Future Training Unit completed an abseil to raise money for the Army Benevolent Fund.

Sue stepped off the top of Portsmouth's Emirates Spinnaker Tower and abseiled 100ft to the bottom, taking plenty of time to enjoy the stunning view on the way.

Sue, who was trained in abseiling during her time in the Army, had also undertaken cliff abseiling before so she completed the challenge with aplomb.

She said: "As I stepped over the side of the platform I thought 'this is going to be fun' but the safety guy called me back. I was going too fast and he hadn't tightened the safety harness!"

"I thoroughly enjoyed it and as soon as I'd finished I wanted to go back up and do it all again."

Through her achievement Sue raised more than £200 for the Army Benevolent Fund.

Her next fund-raising event will be a fun run this month to raise money for local charities Naomi House and Jack's Place.



Watching the birdie

THE Royal Naval Benevolent Trust entered a team in the Seafarers UK Golf Tournament – and took third spot, the first time the charity claimed a team prize in the contest for five years.

The team of Dave Gibson, Dave Milford, Bob Herbert and Colin Stokes joined 17 other sides in the contest, which was played as a Texas Scramble – where the captain picks the best ball for the next shot.

There were prizes for nearest the pin, closest to the line, running down the first fairway and a captain's approach for the team closest to the pin with their second shot, which was won by Bob.

The RNBT team were three under par for the course after only four holes with a great putt off the green from Bob going in for a birdie on the fourth.

The team couldn't maintain this start but played steady par golf until the 18th when Dave Gibson hit his second shot close to the flag and Colin duly sank the putt.

The team knew that they needed a further birdie on their last two holes if they were to be among the prizes and Dave Milford obliged by hitting an enormous drive down the fairway, his second shot landing close to the flag and his putt going in for a birdie.

Buddy Bag Brigade

ROYAL Navy personnel joined their colleagues from the Army, RAF and members of the Civil Service to help children in emergency care.

The Buddy Bag Brigade packed 180 bags for the Buddy Bag Foundation at the Defence Medical Services.

The event was organised by Lt Kam Atwal RN and supported by Pam Beale from BBF.

With the help of over 30 volunteers, they packed 'Buddy Bags' that contain all the essential items a child needs, including toiletries, pyjamas, socks and underwear.

They also included comfort items such as a book, a photo frame and a teddy bear.

The Buddy Bag Brigade was the culmination of fundraising at

DMS and the bags will be sent to women's shelters across the UK. The charity aims to send 20,200 bags by 2020.

The Buddy Bag Foundation was created in response to the rising number of children who enter emergency care after fleeing violent situations at home.

Restoring a sense of safety and security into a child's life during a traumatic time is one of the first steps to recovery. By providing these children with a few essential items, the transition into emergency care can be made a little easier.

To boost money for the charity, DCHET took part in a 12-hour rowathon looking to row a total of 250,000 metres.

Seventy rowers took part, raising nearly £1,000.

Greek island? No, it's actually Scotland...

THIS stunning image of a lighthouse has won the Ultimate Sea View photographic contest run by the Shipwrecked Mariners' Society.

'Beams' was taken by William Pollard and features the lighthouse at St Abb's Head in Berwickshire, Scotland, shining into the North Sea.

The amateur photographer won a £500 voucher for photographic equipment.

More than 1,300 entries were received for the contest.

The society, which provides financial support to former seafarers and their dependants, was on the lookout for images of ships, harbours, ports, wrecks, seafarers and seascapes.

For more information visit www.shipwreckedmariners.org.uk



Personnel rewarded for jobs well done

THE ACHIEVEMENTS of Royal Fleet Auxiliary personnel were rewarded at the Service's annual awards ceremony at HMS Nelson in Portsmouth.

A total of 38 awards were made across a spectrum of categories, ranging from cadet of the year to retirement vases, and covering a timescale from 1953 to 2017.

Cdre Duncan Lamb, Commodore RFA, said: "The strength of the organisation is in its people."

"RFA personnel are spread globally as we are such a sea-going organisation and it is difficult to get us, and our families, all together. We are here today to reward our people as we appreciate what they deliver on a daily basis."

The first award was presented to 3/O (Seaman) Martin Adams, who received the RFA Cadet of the Year (Richard Jones Trophy) for outstanding performance during training.

Martin joined the RFA when he was 21 to travel the world, having previously been a ski instructor and lifeguard.

He has just completed his three-year cadetship at Fleetwood Nautical College and is waiting to join his first ship.

He received the award for maintaining the highest standard throughout training.



● From left, LH(D) Faith Phillips, Cdre Duncan Lamb with MT Mark Ellis, and Ronald Blundell

In contrast, Medical Technician Mark Ellis received his 20-year RFA Long Service Medal.

Mark had already received the Royal Navy's Long Service and Good Conduct Medal after completing over 20 years in the Royal Navy.

He decided to join the RFA when his Navy career ended after talking to a friend in the RFA.

Of his second career, he said: "There is not so much saluting in the RFA, but both the Royal Navy and RFA have been very enjoyable in different ways. The RFA has a broader population to look after, from 16 up to the mid-60s, which is more

challenging than the younger Navy population."

Mark, from Grantham in Lincolnshire, plans to enjoy his last 18 months or more in the RFA and will look forward to his retirement, along with his partner Maureen.

The 2017 Fuellers Award was presented to Leading Hand (Deck) Faith Phillips.

The Livery Companies Award is for outstanding motivation and achievement on a RFA.

Faith received her award for her time on RFA Wave Knight during her deployment to the North Atlantic and the Falkland Islands.

Faith, acting as a Petty

Officer, ran the small deck team on board and was tasked with rebuilding the replenishment-at-sea equipment.

She was also active in assisting the Bermuda Police with the marshalling for the Americas Cup.

The RFA Ship of the Year Trophy, awarded to the ship that makes the most significant contribution to afloat sustainment, was presented to RFA Wave Knight and accepted by Capt Nigel Budd.

The final award was the Korea Medal, awarded to Ronald Blundell, Second Engineer Retired, for his service in 1953/54 on RFA Wave Sovereign.

Trading places for key lesson

ROOKIE officers in the Gulf traded places for a better understanding of the way the Royal Navy and its supporting force, the Royal Fleet Auxiliary, work.

RFA cadets swapped Cardigan Bay for the minehunter HMS Bangor, whose sub lieutenants headed in the opposite direction, as the vessels made the relatively short journey from Bahrain – the focal point of the RN's Gulf-based operations – to Dubai.

The day-night-day aboard different vessels would allow the young officers to see how the RFA/RN work at sea – their similarities and differences.

Aboard Bangor, the RFA cadets were given watchkeeping duties on the bridge.

"Right away we could feel the sense of team spirit between all the crew – this also shone through as the day got under way and we left port in Bahrain," said Cadet Calum Mackinder.

The cadets also got to grips with complex communications procedures as a series of messages flashed between the two vessels in Morse Code (yes, it's still used).

The RFA officers were shown how to decipher the messages and relay them back to Cardigan Bay to ensure they had been received correctly.

"Having had very little exposure to the RFA so far during training, this was a valuable experience in helping to understand their role and how they support Naval operations – they are an essential part of how we function and other young officers should have similar opportunities such as this," said Sub Lt Christopher Holt, who swapped Bangor for Cardigan Bay.

The latter serves as mothership for all four British minehunters in the Gulf, as well as Allied/friendly mine warfare vessels, providing fuel, food, and ammunition, while

a permanent minehunting staff direct the day-to-day operations and movements of the British quartet from Cardigan Bay's operations room.

"It is very easy to forget that the battlestaff are looking after up to seven Royal Navy and Royal Fleet Auxiliary vessels out here, as well as US assets during exercises and operations, each with their own training priorities and material and manpower issues, which requires a different perspective to that of the commander of one ship," said Sub Lt John Bishop.

When off-watch, the young officers were treated to thorough tours of the Bay-class ship's machinery spaces and loading dock – Cardigan Bay can carry up to 24 Challenger 2 tanks or 150 light trucks, plus 200 tons of ammunition, or two dozen 20ft containers and, for short periods on operations, 700 troops.



● Cdr Fredman Ashe Lincoln, second from right, with US Armed Forces personnel beside a recovered German BM 1000 parachute mine at Indian Head, Maryland, in WW2

On target at Oxford

IT'S not often that URNUs are able to undertake small arms training, so the Oxford Unit was delighted to be given the chance courtesy of REME S/Sgt Starling.

The URNU doesn't currently have weapons training within its core training package so an evening of rifle introduction courtesy of the Army was a welcome change.

S/Sgt Starling gave an initial brief on both the L85A2 and its Light Support Weapon variant, with a full run down of the components of each and different options available for both weapon systems. The session also included training material used by Army counterparts in the Oxford OTC.

OC Nick Chrumka said: "Learning a new set of skills away from our usual training programme proved to be an enjoyable and informative experience. The overall response from the unit members was a good one with a unanimous verdict that we would all like to see more training like this."

Lt Will Jones, Commanding Officer of the Oxford URNU, said: "This session was the first step in putting together the first URNU shooting team to compete in future RN shooting competitions".

RESERVISTS from Bristol and Wales University Royal Naval Unit took part in an international military skills competition.

The personnel joined their counterparts from the Royal Marines, Army and Officer Training Corps at the Interallied Confederation of Reserve Officers Summer Congress.

The team trained with the German Military Pentathlon team, taking part in obstacle courses, grenade throwing, rifle and pistol shooting, swimming and orienteering.

One URNU cadet emerged as the UK's second-best shot, beaten only by a Royal Marine.

RN divers inspired by exploits of bomb disposal expert WW2 hero in spotlight

TWENTY years after his death, more than half a century after his memoirs were published and over seven decades since his wartime deeds, one of the RN's legendary bomb disposal experts is still helping young divers learn their trade.

Cdr Fredman Ashe Lincoln was one of the more remarkable figures to serve in the wartime Royal Navy: a junior barrister, leading member of the Jewish community, would-be Conservative MP and an expert in neutralising bombs, mines and other explosive devices from Hitler's arsenal. He revealed the secrets of his wartime trade in memoirs published in the early 1960s, but since then his deeds have almost become forgotten, eclipsed by other WW2 heroes like John Ouvry.

With the reprinting of *Secret Naval Investigator* – copies have been presented by the publishers to the present-day Fleet Diving Squadron – a new generation will now hopefully appreciate Ashe Lincoln's contribution to RN history.

A rollocking good read with tales of wartime heroics it might be, but Fleet Diving Squadron CO Cdr Del McKnight was surprised by the many parallels between Ashe Lincoln and his contemporaries and today's RN divers.

"It seemed to me – initially at least – that we are a far cry from our predecessors; the heroic men and women who fought for the very survival of our nation during the dark days

of the early 1940s. On reading the book, however, I discovered many more parallels than I had expected to find," he said.

"Like Cdr Ashe, we have struggled, in recent years, with ingenious individuals and organisations who have tried to invent ever more intricate ways to defeat our explosive ordnance disposal techniques.

"In Northern Ireland, Afghanistan and across the Middle East, to name but a few of the places



Naval personnel have had to deploy, often far from the sea, we have had to use our wits and intelligence to defeat the cunning of the bomb-maker.

"In addition, my teams have deployed to clear many of the sea mines off Iraq and the Falklands that would have been familiar to the people in this book. Indeed, even today, my units in the UK are often called upon to deal with the type of historic bombs and mines described."

Born in Bradford in 1907, Ashe Lincoln was a rising figure in the legal world as a junior barrister who had volunteered for the RNVR in the mid-30s with the hope of serving at sea if war came.

He did. Briefly. But a mysterious midnight summons sent him hurrying from his ship to the Admiralty in London and a top-secret conference presided over by Winston Churchill.

Ashe Lincoln soon found himself pitting his wits against skillful German scientists and technicians. These were the people Hitler had entrusted to devise secret underwater

weapons, sea mines and torpedoes of new and often unsuspected types, to destroy Britain's sea power and starve its population into surrender.

The part that Ashe Lincoln played in this battle had been decided upon because he was a Naval officer who combined legal training with a specialist knowledge in this particular aspect of naval warfare.

He found himself in extraordinary situations, including crouching on a bleak Scottish hillside dealing with the first parachute mine dropped by the enemy, knowing that Göring had boasted that no one would live to do this.

The officer later accompanied commandos assaulting the beaches of Sicily and mainland Italy in 1943, was one of the first Britons to cross the Rhine bridge at Remagen which demolition teams had failed to blow up, and, shortly afterwards assisted the Allies' main assault on the Rhine.

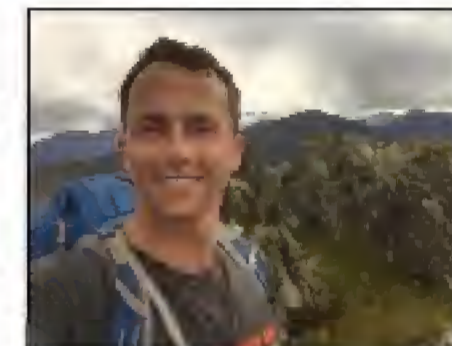
"Who would have thought that Royal Navy personnel would have been employed deep in the heart of Europe, miles from any sea, in a vital role to bring about the defeat of Germany?" said Cdr McKnight.

"His memoirs are an entertaining and often witty read which shed light on many of the very human aspects of the war in Europe between 1939 and 1945. They show the very real worries and concerns of the brave individuals who used their skills and intelligence to defeat the cutting-edge technology of the time that, had it succeeded, might have cut off the flow of men and material so essential to the ultimate victory."

Secret Naval Investigator: The Battle Against Hitler's Secret Underwater Weapons is published by Frontline Books for £19.99.



● Left, Cdr Del McKnight receives a copy of the book from John Grehan, of Frontline Books; Above: The first unexploded German BM 1000 parachute mine as it was found near Dumbarton



Mountain man

ROYAL Navy rating AB Jim Mercer completed the 16-peak challenge to raise funds for the RNRMC.

Jim climbed the 16 highest peaks in North Wales in 23 hours and 40 minutes – a 'comfortable' 20 minutes under his target.

He has so far raised £800 for the charity.

Anyone wishing to donate can still do so at <https://www.gofundme.com/welsh-3000s-challenge-16-peaks>

The Royal Navy & Royal Marines Children's Fund

The only charity dedicated to supporting children whose parents serve, or have served, in the Naval Service.

Originally set up as an orphanage, we now assist children with a wide range of needs and at times of family crisis. Applications can be made at any time and those seeking assistance can contact the office directly for an application form, or download it from our website.

311 Twyford Avenue, Portsmouth PO2 8RH • Tel: 023 9263 9534 • mcknight@btconnect.com
www.rnrmchildrensfund.org.uk

Yomping for boat station

SHEFFIELD unit cadets, volunteers and Armed Forces veterans took part in a 53-mile sponsored walk around Sheffield city – in just 24 hours.

Commanding Officer Sub Lieutenant (SCC) Garry Chambers RNR explained: "We're aiming to raise £2,500 towards setting up a boating station, and bring the full Sea Cadet experience to the young people of Sheffield and the surrounding areas, providing sailing, powerboating, rowing and kayaking."

"The centre, when completed, will be registered with relevant national governing bodies like the Royal Yachting Association and British Canoeing."

The idea of a 'Big Yomp' was that of the unit's Sgt John Daley, British Army veteran and Team Leader for South Yorkshire Fire and Rescue Prince's Trust.

He said: "I love my role at Sea Cadets as a Royal Marines Cadets instructor – so much so I moved into the house next door!"

"To be a central part in a young person's development is really important to me."

"To be able to teach them new things, see them learn, stretched and challenged is a fantastic feeling."

"You get to teach things with Sea Cadets that these young people would never learn in school."

A 'yomp' describes a long walk or march with equipment – a phrase popularised by reports from the Falklands Conflict.

British forces had to 'yomp' roughly 53 miles across the islands, hence the chosen distance.

You can still donate to the Awfully Big Yomp online through justgiving.com/sheffieldseacadets

Rosyth put on a show

ROSYTH unit hosted their biennial Royal Naval Parade at their HQ within the grounds of MOD Caledonia.

VIP guests joined the Sea Cadets Northern Area Officer Capt Peter Adams, friends and families of cadets for an evening of traditional marching and a variety of demonstrations showing off the abilities and skills picked up by members of the unit.

Cadets and volunteers faced an official inspection by Capt Adams but also delighted their audience with continuity marching and skip jump PT displays.

Junior Sea Cadets had some fun with MSP Ruth Davidson and the Lord Provost in a cake decorating challenge, with knots made from edible 'shoelaces' while other guests demonstrated their rope-throwing skills.

With 2017 being the 100th Anniversary of the formation of the Women's Royal Naval Service (WRNS), the evening's finale was dedicated to celebrating the role of women in the Royal Navy and the development and integration of girls into the Sea Cadet Corps.

Acting Sub Lt (SCC) Ty Stock RNR, CO of Rosyth, said: "The unit has grown substantially in strength and numbers over the past two years and it's been a privilege to oversee such a dedicated and passionate group of individuals."

TS Fife has become one of the largest units in the Northern Area and continues to grow.



● Cadets and staff of Barrow gather for a photograph with Flag Officer Sea Training Rear Admiral John Clink (right of centre) on the evening that the Canada Trophy was presented to the unit

Barrow take charge of Canada Trophy

BARROW-in-Furness unit has been presented the coveted Canada Trophy, awarded to the best Sea Cadet unit in the country.

The trophy was presented to the unit by Rear Admiral John Clink, Flag Officer Sea Training – one of the Royal Navy's highest ranking officers.

Barrow unit, which has 75 cadets, has gone from strength to strength, and was selected for the award at the end of last year out of more than 400 units across the country.

The trophy is awarded annually to the unit considered to have attained the very highest standard of all-round efficiency in the previous year.

The night was planned to celebrate the achievements of

Barrow unit past and present, with many of the guests having supported the unit over its lifetime, whether through volunteering as an instructor, assisting the management team or as one of the many local organisations which support the charity through the donation of funds.

Principal guests included Clare Hensman, the Lord Lieutenant of Cumbria, Capt Maurice AuCoin RCN, Royal Canadian Naval Attaché to the UK, and Capt Phil Russell, Captain Sea Cadets.

On the night, the Cadets demonstrated some of the key skills that they gain at the Unit, including catering, seamanship, navigation, engineering, boatwork, and fieldcraft.

The Junior Section also

showed Rear Admiral Clink how they enjoy themselves just as much as their senior colleagues.

Once the guests had toured the unit, the formal presentation of the trophy took place outside so all the parents of the cadets could be part of the celebration – more than 150 people attended the evening.

CO Lt (SCC) Jason Zaccarini RNR, who took over from Lt Cdr (SCC) Ted Creighton RNR in June 2016, said: "Receiving the Canada Trophy is a fantastic honour for everyone associated with the Barrow-in-Furness unit, with this achievement being the culmination of many years of hard work."

"It is recognition of the dedication and professionalism of our unit staff and management team, the support we receive

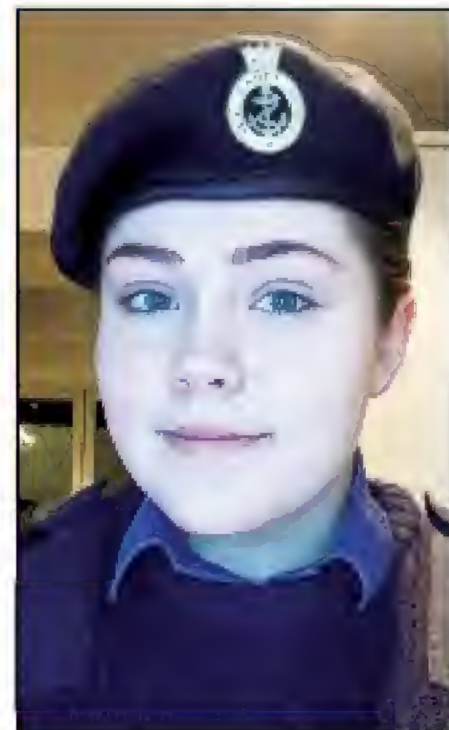
from parents and volunteers and above all the sheer effort, commitment and excellence of our wonderful cadets."

Lt Zaccarini vowed the unit would not rest on its laurels, but would strive to maintain the highest standards.

Captain Russell said: "Congratulations to Barrow-in-Furness Sea Cadets for winning this year's Canada Trophy."

"We have some fantastic units up and down the country, and it is great to recognise the work they are doing."

"Winning the Canada Trophy is a wonderful achievement, reflecting the fact that the unit has achieved the very highest standard, and Barrow-in-Furness cadets and volunteers should be very proud."



Kate is glad of support from Corps

ABLE Cadet Kate, 15, is a Sea Cadet at City of Salford unit in Greater Manchester.

Her father had a serious stroke three years ago, and Kate says Sea Cadets helped her through this difficult time.

Kate (pictured above) and her brother are young carers, and she has been a cadet since she was 11.

"My dad really supported me when I joined, and he was in the process of joining as a volunteer when he had a stroke," said Kate.

"He lost his speech, and some of his mobility."

"Since then, Cadets has helped me with being a place where I can get away from looking after my dad and being at school, because that's hard now my dad's ill."

"It also helps as I have my first aid qualifications for caring for my dad at home."

"My brother and I help by speaking on my dad's behalf at hospital appointments, or we go round to help him with his work."

"He does everything himself, but for the things he can't do, he relies on me and my brother."

"He can't walk the dog, so we do that, or we may do the cleaning or cooking sometimes. He is in a lot of pain, so we look after that."

"It is hard, but you make time for things. I'm not at my dad's every single day, but I make sure I'm there if he needs me."

"He understands if I'm not there all the time. Sea Cadets has also been understanding."

"One thing I enjoy doing is engineering. My dad's in engineering, and I've grown up learning about it and going into his work."

"For that reason, Sea Cadets is a bit of a dad figure to me, because what my dad gave me before he became ill, Sea Cadets now gives me."

"Going on adventures or learning about engineering are opportunities my dad would have given me, and Sea Cadets now does that."

"I would like to be a Weapon Engineer Officer in the Royal Navy when I am older."

"The volunteers at my unit have been extremely supportive. They are like my second family."

"They help get you to where you want to be in the right way and the most effective way."

"Whenever I've been upset about my dad, or worried about something, they've always been there."

"Some of my best friends are cadets. One of my best friends in the whole world is someone I know through Sea Cadets."

"They really support you – it's almost like they are your siblings. Everyone shows respect for each other and pushes each other to do their best."

Camp includes Merlin flight

CADETS and staff from Flitwick and Ampthill unit took to the skies during their annual unit camp to Falmouth and Penryn in Cornwall.

During the week-long visit, the cadets participated in boating activities, where many gained new skills and qualifications, as well as visits to local sites of interest, including the Eden Project.

As a charity, the Sea Cadets follow the customs and traditions of the Royal Navy, so naturally the unit also undertook a visit to the Royal Naval air station at Culdrose.

After being given a tour of the base, which included the fire station and control tower, cadets and staff met with members of 814 Naval Air Squadron – the 'Flying Tigers'.

They were introduced to the aircraft and the crews and given a presentation on the history of the Fleet Air Arm, as well as the various roles undertaken by 814 NAS.

Following a detailed safety



● Cadets and staff from Flitwick and Ampthill unit line up in front of a Merlin helicopter of 814 Naval Air Squadron at Culdrose

brief, the young visitors and staff were given the privilege of a flight on a Merlin helicopter around the southern tip of Cornwall.

During the flight they saw many of the areas they had visited during the week, and enjoyed the experience of flying in one of the world's most advanced helicopters.

The unit's CO, Sub Lt (SCC)

Jake Blackstaffe RNR said: "We would like to thank the staff at RNAS Culdrose and in particular, the members of 814 Squadron for making this happen."

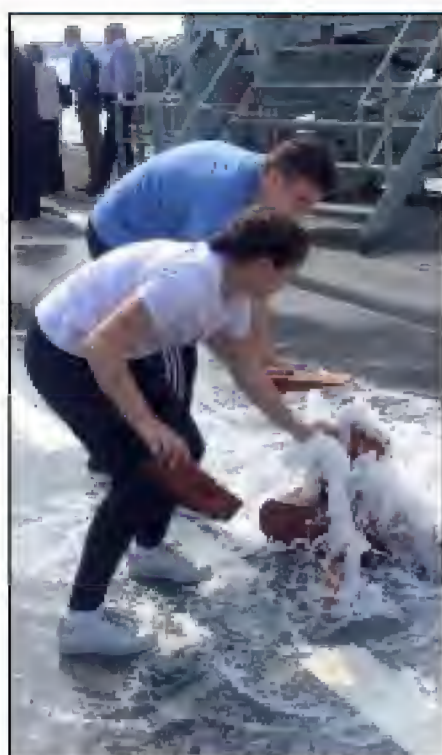
"It was an amazing experience for our cadets, and I am sure it is something they will never forget."

Flitwick and Ampthill is a thriving unit with a packed

schedule of activities at unit (local), District (Bedfordshire) and Area (Eastern England) levels.

Cadets also regularly take part in national events.

For more details about the unit's activities or joining the fun, see their website: www.seacadets.org/flitwickampthill/home.aspx



Time at sea, time to leave

NORTHAMPTON unit cadets headed north and south over the course of the summer to take part in various camps.

Groups of Northampton cadets and instructors could, at various times, be found at HMS Bristol in Portsmouth, RMCD at Thetford, Norfolk, a local District camp at Thrapston, the Juniors headed to Doncaster and the Unit Camp was also held in Yorkshire, at Scarborough.

A total of 39 cadets were away on various activities throughout the holiday period which concluded with the unique opportunity for ten cadets to spend two days at sea in RFA Argus as part of the Bournemouth Air Festival.

These opportunities allowed cadets to experience life on a ship, learning skills alongside the crew such as damage control and firefighting (as pictured above).

Closer to home, the unit participated in a number of events within the community including Merchant Navy Day, and the Northamptonshire County Council Garden Party, where 18 cadets demonstrated their skills in boat rigging.

The deputy Mayor and Chairman of the County Council were hosted at the unit for the annual AGM and Prize Giving.

The top award – the HMS Laforey Shipmates Award – was presented to LC Arron as the top Sea Cadet.

During August ex-Laforey Sea Cadet LS Kris Chatfield, who is now a Seamanship Specialist in the Royal Navy, presented the unit with a gift – a beautiful hand-made bell rope of which even a warship would be proud.

September marked the end of the afloat period, with almost 6,000 cadet boating hours on the water clocked over the season.

Sadly during August it was time to say goodbye to two cadets upon reaching the age of 18.

Matthew Mullally is about to start a career with the Royal Marines – and should become the first member of the RM Cadet detachment to achieve the coveted green beret, while Joshua Barritt joining hoping to return shortly as a volunteer instructor.

Legacies help secure future

SEA Cadets has urged the public to consider leaving a gift in their will to help support its work with young people, as part of Remember A Charity Week.

This year's campaign ran in the middle of last month, with charities and supporters asked to share their vision for future

generations on social media using the hashtag #HaveYourSay.

Every September, 180 charities join forces for the awareness event, which aims to raise the profile and impact of legacy-giving.

Making a will is one of the most important decisions a person will make – and it's a lot

more affordable and straightforward than you may think. And leaving a gift ensures your chosen charity can continue to make a difference.

To find out more about legacies, visit: www.rememberacharity.org.uk/charities/mssc-marine-society-and-sea-cadets/

Southern band wins competition honours

TALENTED teenagers gathered at the Sea Cadets' National Band Competition at the Tower of London in August, performing in front of thousands of people.

Young musicians from across the UK took to the moat of the castle for their routines over the course of the day, following months of practice and preparation.

Sea Cadets bands representing the six Areas performed in the afternoon, while soloists – including buglers and drummers – went through their paces in the morning.

Captain Sea Cadets Capt Phil Russell RN said: "It was great to see all the cadets' hard work pay off, and there were some truly great performances on the day."

"The National Band Competition is only held every two years, and we are very lucky to be able to host it at such a fantastic venue."

"Well done to all the young people who took part – they should be really proud of their achievements."

"Many of our cadets hadn't picked up an instrument until they joined Sea Cadets, which makes it all the more remarkable."

The Massed Bands of the Southern Area – made up of cadets from Folkestone and Hythe, Herne Bay, Reigate and Sheppey units – won the Best All-Round Band award, with the Massed Bands of the South-West Area – formed of cadets from Portland, Sutton Coldfield, Tenby, Taunton, Fishguard and Burnham-on-Sea units – as runners-up.

Southern Area's Massed Band also swept the board in terms of the other group prizes, winning the Best Corps of Drums, Best Marching Display, Best Musical Display, Best Dressed Band and Best Bugle Section.



Others taking part included Barnsley unit, representing Eastern Area, Poole unit representing Southern Area; Weston-super-Mare unit representing South-West Area; and the Massed Bands of the North-West Area, made up of cadets from Ellesmere Port and Connah's Key units.

Southern Area also took the lion's share of the prizes for individual efforts on the day.

Best solo bugler was AC Mayne (Southern), while the Best Solo Drummer, Cpl Budden, was from the same area.

Eastern Area's Cpl Smith won the award for the Best Original Composition, while POC Flook, of South-West Area, was adjudged the Best Cadet Drum Major.



CCF rises to the challenge

IT IS not every day that you get to stand on the top of the second highest mountain in the UK.

At 1,309m, Ben Macdui was literally the highpoint in a week spent cycling more than 30km from Glenmore Lodge over the hills to change over with the canoe team, who had descended part of the River Spey Way as their leg of their CCF Naval Section Cairngorm Challenge activity camp.

This was the first time the camp had been organised and delivered from the Nuffield Trust Adventurous Training facility at Rothiemurchus Lodge, beside Loch Morlich.

On one evening all cadets were introduced to the work of the local mountain rescue team, based at the tourist resort of Aviemore, seven miles away.

They tried out the compression stretcher, assembled a MacInnes stretcher and loading a 'casualty' before seeing how much of a team effort it takes to rescue someone off the hill.

All 25 cadets who passed the course were impressed by the venue and thoroughly enjoyed their time in this part of Scotland – apart from the midges which chased them off to the railway station on their last morning.

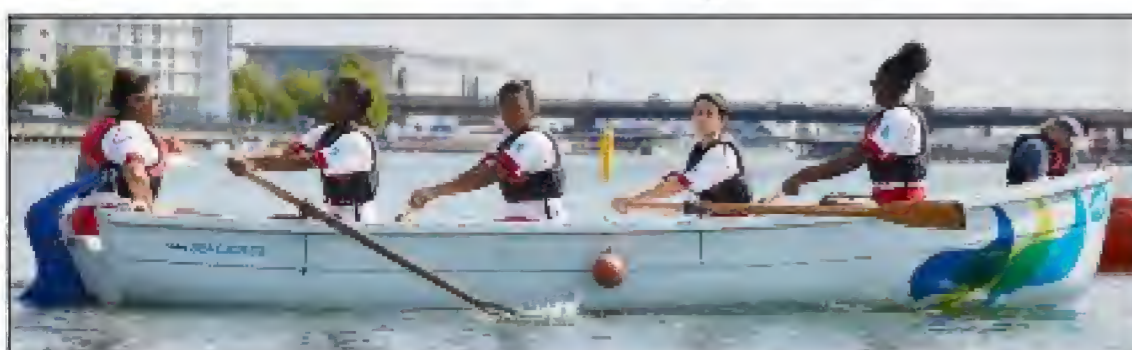
Living together and getting to know cadets from other units meant that the last night's meal 'ashore' with Scottish fish and chips or haggis was a fitting end to a very popular course.

Staff and instructors finished the camp buoyed up by the enthusiasm of the cadets and were looking forward to next summer's camp, with even more cadets in attendance.



Pictures: Nigel Huxtable

Excellent performances at ExCeL regatta



CONGRATULATIONS to all cadets who took part in this year's National Combined Regatta at the ExCeL in London. The results are as follows:

Boat handling: Rowing Boat (Mitchell Trophy): Eastern Area (Scunthorpe unit); Sailing Boat (P&O Trophy): Eastern (Burton on Trent); Power Boat (Stirling Wheel): London (Bexhill & Lewisham); Overall Boat Handling (Stena Sealink Trophy): Eastern

Rowing regatta: Boys Junior (Ridgewell Cup): North West (Fleetwood); Girls Junior (Wain 1999 Cup): Southern (Salisbury); Boys Open (Hornblower Cup): Southern (Salisbury); Girls Open (Barton Cup): Southern (Salisbury); Overall Trinity Class Trophy (Dawson Trophy): Southern; Yole Junior (Junior Mixed Cup): Southern (Salisbury); Yole Open (Open Mixed Cup): Southern (Salisbury); Yole Open Single Boys

(Boys Single Class Trophy): Northern (Edinburgh Trinity); Yole Open Single Girls (Girls Single Class Trophy): South West (Fishguard); Overall Yole Class Rowing Trophy (Badger Cup): Southern. **Paddlesports:** Girls Open (Ulster Cup): Southern; Girls Junior (Barbara Simpson Cup): Northern Ireland; Boys Open (Mike Poole Trophy): Southern; Boys Junior (Nottingham Cup): Southern; Overall Paddlesports results: Southern.



Mark honoured in Polaris man's name

RECEIVING one of the more unusual-looking trophies presented in the Naval Service is CPO Mark Jury, recognised for his endeavour and leadership in the Silent Service.

The senior rating was awarded the Lambert Trophy for Endeavour – presented in memory of one of the influential figures in the first decade or so of the Royal Navy's nuclear deterrent mission.

Aubrey Walter 'Wally' Lambert joined the Royal Navy in 1951 as an artificer apprentice, serving onboard HMS Eagle, Daring, Ashanti and Eskimo, before being selected for officer training, eventually joining the Submarine Service in 1969 where he served as the Assistant Polaris Systems Officer in HMS Revenge.

Following promotion to Lt Cdr, he became the Polaris Systems Officer of HMS Resolution, then head of navigation at the Polaris School in 1981 (today the Trident Training Facility).

He died the following year, but such was his popularity and influence that fellow deeps donated a trophy in his memory. As Wally was a keen fisherman it takes the form of a fisherman endeavoring to catch a fish and is presented to the Faslane rating who lives up to the late officer's ethos: demonstrating outstanding qualities of character and endeavour in their technical studies.

CPO Jury did just that on the missile control centre course. Any trepidation regarding lack of experience was quickly overcome due to his natural proactive attitude and professionalism. He eagerly aided and assisted fellow students when required, and always asked questions if he didn't understand a subject.

His tutors said Mark was an extremely capable supervisor and an excellent role model for junior personnel.



Hill Street (Navy) Blues

JOIN the Navy, get paid to party.

Ok, just for one day of the year. More than 250 sailors and Royal Marines with ties to the Caribbean hit the streets of the capital for Europe's biggest carnival: Notting Hill.

Members of the Royal Navy and Royal Marines Caribbean Support Network joined upwards of two million people converging on a few streets in West London for the final day of the event.

Rooted in Afro-Caribbean culture and celebrating community ties, ethnic diversity, food, dance and music with 40 sound systems and performers on 70 stages blasting out the beats – soca, calypso, reggae, house, dub and funk – the party continued into the small hours.

All that socialising and partying can leave you feeling a bit peckish... so there are more than 300 food outlets offering Caribbean delicacies such as jerk chicken to keep hunger at bay.

"This is the first time I've actually taken part in the carnival," said SA Janelle Gerald

from HMS Nelson. "I helped set up the Caribbean Support Network, helping those people who haven't got any family around here, helping and guiding them to find their feet.

"Carnival is a great way to meet people as well as encouraging others to see what the Royal Navy can do for them. It's a popular place to be and we all enjoyed it."

LtJd Keon Quashie, who works in London, co-ordinated the RN involvement and was pleased that it ran smoothly.

"I can't lie, it's been incredibly busy over the past couple of months making sure we had everyone's details and we missed no one out," he said.

"2017 has been great for a first time involvement as a Service, but next year we want to build on what we've achieved.

"It was great getting all the shout-outs from the DJs and bands along the way. It's all about passing on our experiences to the younger ones who've just joined the Royal Navy."



DIVE LIKE AN EGYPTIAN

SUBMARINERS found underwater, shock, horror...

Ok, normally they're in big, black cigar-shaped tubes.

But reward for a successful deterrent patrol for members of HMS Victorious (Port) crew was a week's AT – and they chose diving in the Red Sea and some of the most spectacular wrecks within reach of scuba divers.

Providing they were qualified scuba divers in the first place... Having used spare time on patrol to learn the theory, the novices had to spend a week in the pool back in Blighty to earn the relevant qualification. "The idea of breathing underwater is hard to get your head around, let alone all of the drills," said weapon engineer Lt Emma Yearling.

Having passed, the group flew out to Hurghada on the left bank of Egypt's Red Sea coast to join their home for the week's diving, MY Blue Fin, with dive guides/expert instructors Luke and Wolly, proper showers and beds not in bunks stacked three high.

Before the instructors would let their guests tackle the wrecks, however, they had to grow accustomed to ocean diving. The Victorious team spent a couple of days refreshing the basics they'd learned in the pool, then had to spend 120 minutes submerged to finally hit the open waters off the southern tip of the Sinai peninsula.

The first wreck selected for inspection was the steamship Carnatic, lost 180 years ago when she ran aground on a coral reef, taking 31 souls and at least £1m gold (in today's money) down with her.

"With a small swim through the wreck, it was another side to scuba diving that none of the team had experienced," said Lt Yearling. "Little did they know that there was plenty more to come."

The same reef also claimed the tile carrier Krissoulia K and cargo ship Giannis D, while slightly further to the north is arguably the most impressive wreck in the region: the military transporter Thistlegorm.

Bombed by the Luftwaffe in October 1941, she took a wealth of war material to the seabed – "large guns, motorcycles, jeeps, you name it



there were so many interesting sights and a lot was still so well preserved".

From man's propensity for violence and destruction to Nature's beauty as the Blue Fin crossed the Red Sea to Ras Mohammed National Park.

"If you have an interest in fish and marine life, this is the place to visit," Lt Yearling said.

"It's aptly been described as swimming in a fish tank or aquarium – the quantity and variety of fish was incredible.

"Looking out into the deep blue with the bottom nowhere in sight it was especially important that all members kept an eye on their depth."

It's also blessed with one of the more unusual wrecks in the Red Sea, the Yolanda, which fell foul of another reef, broke up, and spewed its contents of British-made baths and loos on to the sea bed.

"Many are still intact and it was too great a photo opportunity to pass up," Lt Yearling said.

It took until the final day of Exercise Egyptian Dolphin for an appearance by the spongy mammal. The Shaab el Erg reef is nicknamed the 'Dolphin House' and as the first of the Victorious divers entered the water, so the lovable creatures appeared to provide the icing on the expedition cake.

If you fancy plunging into the Red Sea – or AT activity closer to home – contact the adventurous training department at HMS Temeraire.



Pictures: Cdr Phil Parvin and Lt Emma Yearling



Fireworks over Sultan

IF YOU'RE in the Gosport area on Thursday October 26, HMS Sultan is the place to be after dark (yes, really).

The engineering establishment is hosting its annual bonfire and fireworks night.

In addition to traditional Guy Fawkes fare, there will be entertainers including fire breathers and a funfair.

Gates open at 6pm, the bonfire is lit at 7:15pm and the fireworks fizzle from 8pm. The gates will close at 10:30pm. Tickets: £15 (Family 2+2); £5 (Adults); £4 (children Under 14).

For more information see www.royalnavy.mod.uk/sultan-fireworks

Where to look

RN/RM Full Time Reserve Service (FTRS) is a period of full-time service by a member of the Reserve Forces. Current vacancies are listed at www.royalnavy.mod.uk/ftfs

DIBs

19/17 New Employment Model (NEM): Officers' Talent Management update
20/17 New Employment Model: Further Programme Update
21/17 Publication of the results of the Families Continuous Attitude Survey (FamCAS) 2017

DINs

01 Personnel

2017DIN01-117 Arrangements for MOD provision of passports for Service Personnel and their dependants serving overseas following the closure of Regional Passport Processing Centres
2017DIN01-122 30 hours free childcare for working parents (Service Personnel and entitled Civilians) with children aged 3 and 4 years old
2017DIN01-132 Branch Transfer to Queen Alexandra Royal Naval Nursing Service. Naval Nurse (Adult) and Naval Nurse (Mental Health) Entry Criteria
2017DIN01-133 Branch Transfer to Medical Technician (Operating Department Practitioner) Entry Criteria
2017DIN01-134 Branch Transfer to Medical Technician (Radiographer) Entry Criteria
2017DIN01-135 Branch Transfer to Medical Technician (Biomedical Scientist) Entry Criteria
2017DIN01-142 Remembrance Day 2017 and The Royal British Legion Poppy Appeal
2017DIN01-143 Participation in LGBT Pride Events outside of London

03 Defence Policy & Operations

2017DIN03-015 Protection of Information Relating to UK Special Forces

05 Defence Management, Organisation and Business Practice

2017DIN05-009 Creation and Use of Names Insignia and Logos

06 Safety, Health, Environment & Fire

2017DIN06-016 Temporary Sleeping Accommodation

07 Training and Education

2017DIN07-072 Adventurous Training Sea Kayaking – Planning expeditions to Cyprus in 2018
2017DIN07-075 Visits to BRNC for SUY and CW Candidates
2017DIN07-076 Joint Equality and Diversity Training Centre JEDTC: Equality, Diversity and Inclusion Specialist Training
2017DIN07-080 Information Management Courses Sep 17-Aug 18 at UK Defence Academy, Shrivenham
2017DIN07-083 Exercise Diamond Rock (offshore sailing)
2017DIN07-086 Commercial Remotely Piloted Air Systems Multi-Rotor (MR) Operations and Remote Pilot (CM RPAS Remote Pilot (MR)) training

10 Sports & Social Events

2017DIN10-037 Royal Navy Judo Championships 5 Oct 17

RNTMs

01 Personnel

RNTM 01-058/17: EGS branch management roadshow autumn 2017
RNTM 01-053/17 Recruiting for Royal Navy Welfare (RNW)

07 Training and Education

RNTM 07-046/17 Core Maritime Skills continuation and refresher training hosted by the Defence Learning Environment (DLE)
RNTM 07-047/17 Instructions for Landing Craft Specialist Maritime Boat Operator Aptitude & Training
RNTM 07-049/17 Generic joining instructions for personnel attending driver training courses in Portsmouth

09 Honours, Awards, Royal and Ceremonial Events

RNTM 09-018/17 Honours and awards in the Naval Service – 2017/18 guidance



Fit for life, Fit for flight

LAET Bianca Di Resta practises snowboarding... without any snow... or slope.

The leading hand was one of 500-plus personnel based at the Somerset air station to try their hand at a myriad of sporting activities for RNAS Yeovilton's inaugural Navyfit Festival.

The base's PTI CPO Mark Feighery wanted to showcase the first-class facilities that the Royal Navy has to offer in sport, adventurous training and physical education to his shipmates.

Activities and tasters of sports ranging from boxing, volleyball and climbing, to motorsport, gliding and kite surfing were laid on.

"It's the first time we here at RNAS Yeovilton have held such an event and although it has taken quite some organising to see so many participants is fantastic and makes it all worthwhile," said Mark.

"It's vital we invigorate and promote a healthy and active lifestyle for military personnel."

Picture: LPhoto Guy Pool

Cyber men face off

THE RN sent a six-man team to the Inter-Services Cyber Network Defence Challenge in London.

The challenge took place over four days starting with defensive cyber basics and leading into a final challenge on the last day.

The four teams in attendance were the Royal Navy, Army, Royal Air Force and MOD Civil Service.

The event was designed as an opportunity for personnel to develop IT skills and prove their worth in an exciting but controlled cyber training environment.

The first day was designed to teach and ensure everyone understood the basic skills that would be required for the challenge.

The initial focus was on cryptography and how to make use of it manually. By the end of the day the RN team was top of the leader board.

Things continued to ramp up on days two and three, concentrating on analysing packet capture (PCAP) files using a program called Wireshark. A PCAP file is a record of network communication between computers. Competitors would then analyse the PCAP and determine what kind of cyber-attack had taken place, when it happened and how the attacker was able to execute the attack.

A team leader would then allocate the manpower based on specific questions to score points. Each successive round became progressively more difficult and put more strain on the team leader.

The most difficult aspect was collating information to deliver a brief to the "boss" of your company who doesn't understand Information technology. It appeared to be an easy enough task on paper but it was difficult to keep track of every step taken to get to crucial information.

On the final day each team was given a company website to run. Competitors were given the morning to harden it against cyber-attacks using the skills we had learned during the week.

It was absolutely riddled with vulnerabilities and security problems and we certainly had our work cut out for us.

During the morning the team attempted 'penetration tests' – hacking their own websites – and proceeded to fix the security problems that were discovered.

\$1m was at stake in the final challenge as the competing teams began with fines of \$100,000 for every five minutes their websites were down. It proved to be the most exciting part of the competition as the sailors fought off hacking attacks.

During the final 15 minutes the Royal Navy team were exposed to heightened levels of attack, including more complex 'denial of service attacks' (stopping people accessing a site).

Despite a strong defensive effort, the RN team's website was eventually disabled – but they were able to get it running again inside ten minutes.

Overall, the Army came out on top, ahead of the RAF, MOD civilians, with the RN last.

Naval Families

FEDERATION

OUR strapline – 'Speaking up for Naval Service families' – says it all, and the photo featured on the front cover of our latest issue of our magazine *Homeport* is a great illustration of just whom the team talks to. The Prime Minister said that she recognised the important role families play in supporting all Armed Forces personnel. So naturally we will ensure that her ministers keep this in mind when we are taking your views and experiences forward.

As children return to school, it could be just the right time to turn the spotlight on career and training opportunities for busy partners and spouses. In the autumn issue of *Homeport* we have included information about training courses, setting up in business and all the organisations which can help with getting your CV into shape and making the most of your skills. We have also included useful information for anyone looking into returning to work who may need to consider navigating government allowances (e.g. Universal Credits) and what you are entitled to.

The pages are packed with information ranging

from owning an investment property through to the wonderfully insightful look at Naval Service life through the lens of our regular contributors Olive Oyl and Marina – Aqua Marina... Just what the warm cuddle of support feels like when you are part of the Military Wives choir and much much more. To receive a copy of the free quarterly magazine e-mail editor@nff.org.uk or visit www.nff.org.uk to sign up.

■ We would like to thank everyone who completed the poll to take views and concerns forward to the Armed Forces Pay Review Body (AFPRB) for this year's formal evidence session. Once again your candid and constructive feedback will provide this meeting with depth and the AFPRB panel with some really incisive illustrations of what they need to consider when they make their recommendations to the government. We will report back on the key threads of the survey findings in the next issue of *Navy News*.

To get in touch with NFF tel: 02392 654374 or e-mail: contactus@nff.org.uk



Navy HQ leads the fitness drive

CIVILIANS and serving personnel at Navy Command HQ in Leach Building were encouraged to ditch their sedentary lifestyles briefly and take a walk around Whale Island.

The mile-long trek kicked off the headquarters' annual Navyfit fair, showcasing the opportunities for fitness and living more healthily in the MOD/Senior Service.

The atrium was taken over by rowing and displays, with experts on hand to explain how

minor – or major – changes in your lifestyle could help staff to shed the pounds or feel better, from dieting sensibly to taking up Nordic walking.

Chefs knocked up various quick and cheap healthy pasta or noodle dishes.

Indoor bikes and rowing machines were set up for staff to try out, as were boxing punchbags.

And for the more adventurously-minded, a climbing wall was erected outside the Leach rear entrance.

ASK YOURSELF:

- Were you made in the Royal Navy?
- Do you want to give others the opportunity to make it in the Royal Navy?
- Are you seeking a rewarding Second Career?

If the answer to any is yes then...

APPLY TO BECOME A CAREERS ADVISER.

Flag Officer Sea Training is currently seeking RN and RM WOs, Senior Rates and SNCO Service Leavers and former Service (those that left Service under 3 years), to work in Armed Forces Careers Offices which are listed on the map.

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navygraphics 170651

Ton tome completes the trilogy

THE TON Class Association has produced a book to mark its 30th anniversary.

Life in the TONs is an anthology of reminiscences about service in the Ton-class minesweepers and minhunters that were Britain's front-line of defence against the sea mine from the 1950s to the 1990s.

Along with the two books produced for the 25th anniversary – *Jacks of All Trades* and *Last of the Wooden Walls* – this book completes a trilogy that forms the definitive history of the Ton class of mine countermeasures vessels.

The little wooden-hulled Tons derived their minesweeping equipment and tactics from the trawlers and Fleet Minesweepers of both world wars, but they also pioneered the electronic technology of the GRP-hulled minhunters operational in many of today's navies.

The Ton way of life has passed into history, but much of the spirit of this 'navy within a navy' continues in the current Mine Warfare specialists of the Royal Navy.

The project was originally conceived by the late Stan Hudson, who collected stories from TCA members of all ranks and specialisations.

Stan's material has been augmented by entries from the Facebook page Tonclassmcmsv, TCA's website www.tca2000.co.uk and photographs from the TCA's archives.

The stories, told in the sailors' own words, relate their experiences and feelings, in home waters and overseas, under a variety of themes including Daily Working Routine, Food, Rig of the Day, Accidents and Emergencies, Runs Ashore, Action Stations, Minehunting, Sports and Off Watch, Family Life, and Pride in the Job.

The inclusion of the views of some TCA wives might be seen as a bold innovation for the traditional genre of 'mariners' memoirs'.

Comprising 165 A4 pages in a softback cover, with 77 illustrations, 30 of which are in colour, and a foreword by the Prince of Wales – the TCA's Patron, who commanded HMS Bronington in 1976 – the book is intended as a tribute to all who served in Ton-class vessels.

It is a light-hearted view of a lifestyle that was cramped, uncomfortable and occasionally dangerous.

Nonetheless, Tons were the favourite ship of many who served in them.

Life in the TONs (ISBN 978-0-9570588-2-8) is available from booksellers or direct from TCA Stores Officer on 023 9236 5729, price £11.50 inc post and packing.

An exciting compendium of stories of little ships and the men who served in them in peace and at war. For further details contact TCA Secretary, Peter Down at peter.avoca@talktalk.net

War veteran returns to HMS Collingwood

PHASE 2 sailors at HMS Collingwood had the honour of meeting a World War 2 veteran when a special visitor came to the Fareham training establishment.

Jimmy Baynes, 94, joined the Royal Navy in 1942 as a hostilities-only rating, and was sent to HMS Collingwood to undergo his training.

It was a long-term wish for him to return to the site, and he was delighted when this was all made possible.

Following his training at HMS Collingwood, Jimmy, who lives in Tolworth, near Kingston-upon-Thames, served in HMS Erica, a Flower-class corvette, in the Second Escort Group, escorting



convoys to North Africa. Erica was sunk in February 1943 in the Mediterranean, but fortunately Jimmy and most of the crew survived.

He later joined HMS Anguilla, a Colony-class frigate and took part in the Arctic convoys to Russia.

On one mission he witnessed the sinking of HMS Goodall, but Anguilla went on to sink the U-boat that had fired the torpedo.

On leaving the Royal Navy Jimmy became a typesetter for a Fleet Street newspaper.

More recently, he wrote a book all about his time in the service called *The Finishing School*, which helps him to give informative talks to a wide variety of groups including schoolchildren.

He was delighted that in addition to having the opportunity to tour HMS Collingwood, he was able to give

his talk to over 350 young sailors, sharing many of his stories from his Naval career.

CPO Norman Brindley, who attended the talk with the Phase 2 trainees said: "The trainees found the whole experience very humbling and informative."

"Many of them felt compelled to shake Jimmy's hand and were in awe of his life story."

"To see someone who went through so much during the war will hopefully inspire the next generation of sailors to great things."

To mark the special occasion the First Lieutenant of HMS Collingwood, Lt Cdr Mark Wilson, presented Jimmy with a framed photograph of the 1940s (pictured above left with A/Bs Ollie Anthony and Rebecca Hole).

Jimmy said of his day: "It is difficult to accurately express my feelings."

"To face a gathering of young Naval personnel who are undergoing something similar to myself with a gap of 75 years gave me a personal relationship with them and enabled me to relax and let it flow."

"I'm so pleased to learn that I had entertained them and their appreciation is something I will treasure."

Area 5 stalwart mourned

FORMER National Council Member S/M Dick Ascott has died at the age of 82.

Dick was called up for National Service in 1956 as an Electrical Mechanic in the Royal Navy and served at HMS Ariel before transferring to the Fleet Air Arm, later serving in HMS Ark Royal.

Dick was a member of Maldon branch and became branch treasurer, a position he held until he died.

For six years he was the Area 5 NCM.

Earlier this year he was elected Area Vice Chairman, and would have given great support to his fellow officers, but sadly it was not to be – he died on July 23 after several weeks in hospital.

Remembrance Garden details

BRANCHES wishing to place a cross in the RNA Garden of Remembrance or members who want to attend the Field of Remembrance should forward details and ticket requirements to S/M Nigel in Central Office.

Crosses can be placed in the plot on behalf of a branch or individual, and can be bought from Central Office, to be placed on the day by those representing the RNA. Crosses cost £5 each.

Shipmates attending are reminded to bring a form of ID with you, and that you need to enter the garden gate by 1015 and muster at the RNA plot.



Raid remembered

SHIPMATE Mike Andrews (foreground left) prepares to place a wreath on the Canadian Memorial at Puy on behalf of RNA Worthing, remembering the dead of the ill-fated Dieppe Raid 75 years ago.

Mike, who lives in Puy, on the eastern outskirts of the French port, attended the night vigil at the Canadian cemetery on the eve of the event, taking part in one of the watches.

A life member of Worthing branch, S/M Mike was assisted by Lt (SCC) Carol Rogers RNR as he laid the wreath alongside one placed by three Canadian marines to the strains of the *Naval Hymn*.

Commemorations this year were especially poignant due to the hundreds of Canadian and French military participants, together with the four remaining veterans of the Raid.

The attack in August 1942 served as a vital lesson on the long road to D-Day as an Anglo-Canadian force sought to capture a port which would serve as a logistics hub and springboard for pushing further into occupied France.

They found German defences, both on the seafloor and in the skies, overwhelming – three out of five men landed were either

killed or captured.

75 years later and the people of Normandy were treated to a magnificent parade along Dieppe seafloor, which stopped at all the memorials dedicated to individual regiments.

Mike was proud to be part of this parade, in his wheelchair, alongside the French Paras, of which he is an honorary member.

Mike has been attending these commemorations for the past 13 years that he has been living in France, but is finding it increasingly difficult due to his limited mobility – though he says he will never give up.

Vanguard tribute

ON July 9 2009 a tree was planted alongside a plaque at Scapa Flow Memorial Garden by Stella Ives in memory of her father CPO John Henwood-Ives and the sailors of HMS Vanguard, lost when the battleship blew up 90 years before with the loss of over 800 men.

In the years since 2009 the tree died and the wooden post supporting the plaque succumbed to the harsh weather of Orkney, rotting away.

Orkney branch of the RNA contacted the captain of the

Neptune date

THE Neptune Association will hold its Annual General Meeting at the National Memorial Arboretum at Alrewas, Staffordshire, on Saturday October 14.

The day's proceedings will begin with a short service to be held at noon, followed by the AGM at 1.45pm in the Rose Room.

The 836 men who were lost in HM Ships Neptune and Kandahar on Dec 19 1941 – the Royal Navy's fifth worst loss of life in World War 2 – will be remembered.

Relatives and friends are welcome – please contact Graham Davies on 07941 440113 or 01256 474641.

current HMS Vanguard, a Trident-missile submarine, to see if he could help.

As a consequence, engineers from the boat mounted the original plaque on a mahogany base and attached it to a stainless steel spike – a quality piece of engineering that should last another hundred years.

Lt Cdr Stephen Creek, the submarine's Weapon Engineer Officer, and crewmates rededicated the plaque on the anniversary of the loss of the battleship.



Ex-Writers reunited at RNA Central Office

THREE former Writers who served together in 1993 at HMS Raleigh have been brought back together supporting the Royal Naval Association.

Sarah Clewes (right of picture) and Julie Royston (left of picture) are managing Project Semaphore, funded by the Aged Veterans Fund, providing iPads to eligible candidates to address issues of social isolation.

Fellow shipmates volunteer to help set up the devices, support and encourage aged veterans to explore the Internet and reap the benefits of being online.

RNA General Secretary Capt Paul Quinn said: "The project has delivered iPad capabilities to veterans in military residential care homes and within candidates' own homes."

"It has allowed the veterans to keep in contact with friends and family through the use of Skype, email, Facetime and so on."

"Other benefits candidates have mentioned are taking photographs and sharing with family, using Google Translate to assist learning a language, watching speedway, playing Scrabble online with players from across the world, banking apps,

online shopping, filling a void after the loss of a spouse, and keeping up to date with the news."

"In some areas collective iPad training sessions has created the added benefit of community spirit and social gatherings."

"The list goes on, but what is very clear is that these iPads are making a significant difference to the lives of those who receive them."

Sharing stories and images of veterans learning from each other and helping to recruit IT-savvy volunteers has been hugely successful thanks to the RNA Social Media Administrator Suzanne Morris – the final member of the Raleigh trio.

Suzanne administers the RNA Central Office Facebook page as well as the RNA website and is exploring the benefits of reaching a wider audience using Twitter and LinkedIn.

All three posts are funded by the Greenwich Hospital Trust.

Sarah, Julie and Suzanne joined up in 1991, 1989 and 1988 respectively and continue to apply a range of skills learned as Writers – pertinent to the RNA strapline 'Once Navy, Always Navy'.

Naval Quirks

IN OCTOBER 1943, ADMIRAL FRASER, C-in-C HOME FLEET, WAS OFFERED THE POST OF FIRST SEA LORD...



...BUT HE GRACIOUSLY RECOMMENDED ADMIRAL CUNNINGHAM INSTEAD STATING THAT UNLIKE CUNNINGHAM HE HADN'T FOUGHT A BATTLE YET...



...AND ADDING: "IF ONE DAY I SHOULD SINK THE SCHARNHORST I MIGHT FEEL DIFFERENTLY!"



It's Admiral Fraser – says he's sunk the Scharnhorst and is the job still going?



...AND SPOOKILY, TWO MONTHS LATER, HE DID!

Gifts for Arrochar Hotel pair

SHIPMATES from the City of Glasgow branch committee went to Arrochar to present gifts to two branch members as a sign of appreciation for their support.

S/M Jannet Cummins was presented with a bouquet of flowers by branch treasurer S/M David Carlin, while Chairman S/M Kenneth McKinnon presented a bottle of Pusser's rum to David Cummins.

The couple were retiring from their duties as managers of the Arrochar Hotel, situated in the village of the same name near the head of Loch Long.

The pair have supported the branch over the years on their annual visit to commemorate Nelson's victory at Trafalgar.

They even allowed the branch to perform a few SODS Operas...

S/M David is himself ex-Navy - he served at HMS Raleigh, and on board HM ships Lynx, Cavalier and Albion and at Pitreavie.

Fellow branch members wished them well in their retirement and their move to Oban.

Orders in, please

IT IS time to get your orders in for some RNA 'merchandise'.

In chronological order...

RNA poppy pins are going fast - orders to S/M Nigel Huxtable for the Remembrance season.

RNA Christmas cards are on sale, with an image of HMS Queen Elizabeth - order forms are at the back of the September Circular, and should be forwarded to S/M Nigel.

And finally, order forms for the 2018 RNA Diary can also be found at the rear of the Circular, and the diaries - featuring a photograph of the Royal Yacht taken by S/M Nigel in his role as RNA lensman supreme - should be available from this month.



A capital parade

HUNDREDS of veterans gathered in London to take part in the RNA and Naval Associations' Biennial Parade.

The weekend's programme started with a meeting of the National Council at the Victory Services Club, where shipmates were joined for the evening by WO1 (RSM) Matthew Tomlinson CGC MC and CPOMA Kate Nesbitt MC, two of the three modern-day Naval heroes who were honoured on the day of the parade.

Security considerations meant a slightly different format to the parade this year - and the first public appearance of the Metropolitan Police's Talon system, designed to rapidly

immobilise a vehicle being driven at a crowd by terrorists.

The parade was led by a massed band of the RN Volunteer Band Association, and RNA General Secretary Capt Paul Quinn - himself a former member of a volunteer band - said: "They were fantastic."

"I do not think I have ever heard such a good volunteer band."

Also in the parade were some 60 standards - including those of the Irish and Belgian Naval Associations - 30 Sea Cadets from various units and platoons of serving sailors from HMS Collingwood and Sultan.

The service at the Cenotaph in Whitehall was led by Rev Dr Scott Shackleton, Deputy Chaplain of the Fleet.

Two further ceremonies were carried out on the day.

The first saw the three new

RNA minibuses dedicated and named after Royal Navy personnel who won gallantry awards.

They were WO Matthew Tomlinson, who won the Conspicuous Gallantry Cross in Iraq while seconded to the US Marine Corps and the Military Cross in Afghanistan; CPOMA Kate Nesbitt, who won the Military Cross in Afghanistan; and Lt Cdr Ian Molyneux, who died on board HMS Astute while tackling a gunman, and who was represented at the Biennial Parade by his widow Gillian and daughter Bethany.

During the service Bethany also read a poem, *Why Do I Wear A Poppy*, that she wrote in tribute to her father.

Money for the three buses - now based in Blackburn, Liskeard and Portsmouth - came from the LIBOR fund, fines levied on elements of the banking

industry for manipulating key interest rates.

The second ceremony saw one of the principal guests, Second Sea Lord Vice Admiral Jonathan Woodcock, sign a new Charter which reaffirms the relationship between the Association and the Royal Navy, as first laid out in a Memorandum of Understanding and subsequent partnering arrangement.

RNA President Vice Admiral John McAnally signed the Charter on behalf of the Association.

And then it was time for Admiral McAnally to gently harangue the gathered shipmates before all repaired to the Civil Service Club for chips and sandwiches and some liquid refreshment.

At the end of the day, CPOMA Nesbitt was offered a lift back to Portsmouth by Central Office staff - using the minibus named in her honour.



New world opens up for S/M Len

SHIPMATE Len Wood's life has been transformed thanks to Project Semaphore.

S/M Len (above) is delighted with his iPad, and his wife, Barbara, says that it has brought him so much joy already.

Len joined HMS Raleigh in 1959 before going to HMS Vernon to complete sonar training.

His first sea draft was to HMS Malcolm, part of the Fishery Protection Squadron.

There were several more returns to Vernon in the following years, as well as a spell on board HMS Berwick, acting as the Captain's Driver at Vernon and some time as standby crew for HMS Dreadnought.

He also undertook submariner training at HMS Dolphin before joining HMS Acheron, heading for Canada to train Canadian submariners.

In 1974 Len left the Royal Navy due to unforeseen family problems, but he has been a member of Bloxwich branch ever since.

Len served as branch honorary secretary until his deteriorating health forced him to retire in 2005.

Nowadays he has mobility issues and finds it very difficult to attend branch meetings or RNA events.

With the iPad, he is now able to keep in touch with old shipmates anywhere in the world and keep abreast of events in the RNA and Royal Navy.

Len is keen to advise any shipmate who has become immobile or isolated in any way to take up the offer of Project Semaphore: "Don't be afraid of the technology - there are people who are available to offer so much help and instruction," he said. "It's like opening up a whole new world."

Len sends his fondest wishes to all involved in the project who have been involved in bringing back his smile - which, according to Barbara, makes him look 20 years younger...

£50 PRIZE PUZZLE



THE mystery ship in our August edition (right) was HMS (or TBD) Laurel, which was initially given the name HMS Redgauntlet.

The winning correct answers were sent in by Mr O Davies, of Southsea, who takes the £50 prize.

This month's mystery ship (above) was a one-off RFA vessel designed to help the Royal Navy manage its rapidly-expanding helicopter fleet in the 1960s.

She replaced a 1945-vintage Landing Ship Tank which had been rapidly converted in 1964 for the stop-gap role of helicopter support ship.

The new ship, which displaced almost 9,000 tons, was used for rotary-wing training and maintenance, and fulfilled that role in San Carlos Water during the latter part of the Falklands Conflict.

She was put up for sale in the summer of 1989.

1) What was her name, and



2) what was the name of the converted LST she replaced?

Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw to establish a winner.

Entries must be received by November 10.

More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our December edition. The competition is not open to Navy News employees or their families.



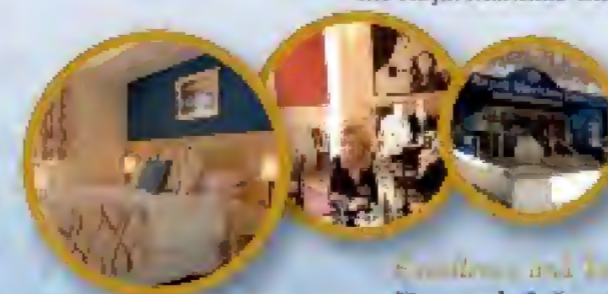
On the buses - VIP guests gather on Whitehall before the Biennial Parade with the three RNA minibuses which now bear the names of modern-day Naval heroes. From left, WO1 (RSM) Matthew Tomlinson, CPOMA Kate Nesbitt, WO1 Tomlinson's father Richard, RNA General Secretary Paul Quinn, Bethany Molyneux, daughter of the late Lt Cdr Ian Molyneux, and Ian's widow Gillian Molyneux. The LIBOR-funded buses will be based in Blackburn, Liskeard and Portsmouth

↓ RNA Central Office, Room 209, Semaphore Tower (PP70), HM Naval Base, Portsmouth PO1 3LT.
↓ admin@royalnavalassoc.com
↓ 023 9272 3747
↓ www.royal-naval-association.co.uk

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Deaths

Cdr Laurie Brokenshire CBE. Joined the RN as an instructor 1975 and after postings to Dartmouth, Westminster, Plymouth, Portsmouth and Faslane he became a submariner. Commanded Northwood and later HMS Raleigh as Commodore; awarded the CBE. In 2007 as the RN chess champion and president of the Combined Services Chess Association he represented the RN at the NATO Chess championship for several years running. After his RN career he was appointed as Commodore of the Sea Cadet Corps. In his spare time he became a world-class puzzling expert. Accepted into the Inner Magic Circle, becoming an occasional professional/semi-professional magic performer, regularly performing table magic for members of the Royal Family at charitable occasions. His response to being diagnosed with terminal brain cancer in 2016 was to undertake a 30-mile sea swim off Plymouth (he swam the English Channel in 1986), in aid of cancer charities, raising over £30,000 in under three weeks and in excess of £45,000 overall. Member of the Association of RN Officers (ARNO), August 4. Aged 64.

Capt Richard R Fotheringham, HMS Terror, Seahawk, Albion, Excellent, President, Phoenix, Bulwark and Glory, also MOD Dir of Met & Oceanographic Services and Naval Weather Service Dept. Aug 18. Aged 59.

Capt Harold R Storey, HMS Dolphin, Blake, Malabar, Phoenix, Pembroke, Jufair, Daedalus, Roebuck and Venus, also NATO SACEUR USA, FO Plymouth, MOD DGNMT, DGFS and Nav Sec. Aug 18. Aged 81.

Capt Arthur R Ward, HMS Pembroke, Nelson, London, President, Barrosa, Victory (RNB), Dockyard Portsmouth, MOD DGNT/DGT and Naval Ordnance Dept. Aug 14. Aged 91.

Cdr E Alan Baldwin. Entered Dartmouth aged 18 before transferring to the RN Engineering College HMS Thunder at Manadon. By 1955 promoted to lieutenant and qualified as an air engineer. Involved with underwater ejection-seat trials, he was made CBE in 1967 for helping to develop the Harrier ejection seat. Led expeditions off St David's Head, the Isles of Scilly and Fair Isle. 1971 he became the first person to explore Henry VIII's warship the Mary Rose and led an RN team that raised one of her cannon and gave diving lessons to Prince Charles to enable him to visit the submerged vessel. 1972-73 deputy leader of an expedition to the Chagos Archipelago, carrying out a 74-day underwater survey of the Egmont Islands and a second expedition the following year shortly before he left the RN in 1975 to set up a commercial diving school in Plymouth Sound. He gave up diving at aged 82. July 7. Aged 85.

Lt Col Mark 'Foggy' Phillips RM. Briefly a policeman before joining the Royal Marines; in training was awarded the King's Badge as top recruit. Served for a short while in 45 Cdo before passing further training in 1987 to join the SBS, where he stayed for 25 years. He took part in blowing up fibre optic cables carrying Iraq's

command messages to Basra during the Gulf War and a raid which retook the British Embassy in Kuwait City. Also attached to a joint UK/US task force to find and capture Saddam Hussein. In 2003-4 he was based in Baghdad from where he mounted operations against insurgents in Sadr city and carried out surveillance missions; he was appointed MBE in recognition of his gallant and distinguished services in the field. A great athlete, in the 1990s was four times winner of the 125-mile Devizes to Westminster canoe race. After retiring from the Royal Marines in 2013 he set up his own security business. August 12. Aged 56.

Lt Cdr Alistair M Campbell, 800 NAS, HMS Ark Royal and Falcon. Aug 7.

Lt Cdr Robert J Caton RD RNR. Unattached RNR. Aug 1. Aged 92.

Lt Cdr James V Cleal, HMS Collingwood, Osprey, Berwick, Girdle Ness and Admiralty Lab West Drayton. Aug 2. Aged 92.

Lt Leslie Bailey RNRV. HMS Daedalus. May 1. Aged 94.

Fr Gerald Hurst. RC Chaplain in the RN 1963-79 he served at Lossiemouth, Bahrain, Rosyth and Faslane. While in Bahrain he spent time on Ark Royal. Became the Isle of Man's longest-serving priest and as a former Naval chaplain was in considerable demand on the island to lead Remembrance Day services and liebtob services. August 15. Aged 88.

Tony Bramwell AB. Served HMS Ganges, Defender (1954), Vernon, Cambridge, Caprice (1958-60), Lochinvar, Malcolm, Woodbridge Haven and Manxman, also Portsmouth Field Gun Crew. D-Boat Association. Aug 2017.

Royal Naval Association
Terrence 'Terry' Bogg POEL. Served 1952-68 HMS Collingwood, Pembroke, Whitland Bay, Victory, RAT (Rothsay Attack Teacher) Adamant on the Isle of Bute, HMS Glasgow, Dundas, Cayton, Lochinvar, Chaplet, Virago, Orion, Messina, Excellent and Soberton. Stone RNA. June 30. Aged 80.

Richard 'Dick' Ascott Elec Mech. National Service from 1956. Whilst at HMS Ariel in 1957 he transferred to the FAA

Ask Jack

HMS Achilles: Neil Icelton would like to locate any surviving members of HMS Achilles from WW2, particularly Phil Spencer, Mark Todd, John Smith and Steve Gulch, to bring them together with his grandfather who is now 94 years old - he feels it would be a great boost for all of them. Please contact him on 07968 027753 or email Neil.icelton272@mod.gov.uk

Military insignia and photographs: Juhani Siera from Finland is an amateur photographer and also collects insignia (mainly cloth) from all branches of the Services around the world (Navy, Air Force and Army). He is interested in purchasing and swapping insignia and photographs, both official and snapshots: Juhani Siera, Myllytuvantie 12 A B, 00920 Helsinki,

and served aboard HMS Ark Royal until 1958. Fleet Air Arm Association. Treasurer Maldon RNA and Area 5 NCM for 6 years. Elected Area Vice Chairman early 2017. July 23. Aged 82.

Norman A 'Pony' Moore CPO. Served 1936-58. HMS Kashmir, Diamond, Daedalus, Miner IV, Rowena and Affleck. Member of Captain Class Frigate Association (until disbanding), Algerines Association and Hull RNA. July 27. Aged 98.

Arthur J 'James' Watling CPO Seaman Gunner. Served 1959-84. HMS Ganges, Cambridge, Drake, Puma, Ashanti, Victory, Excellent, Victorious, Mauritius, Kent, Danae, Dryad and Cambridge. Bude branch. Sept 1. Aged 73.

Alisdair Wedderspoon L/Sea Radar. Served 1946-54 Rhine Flotilla LCT, HMS Troubridge and Solebay. Chairman West Lothian RNA for 16 years. July 29. Aged 85.

Hadley Prestage Ck/Stwd. Completing his RN career as PO(SCC) Area Staff Officer. Chatham branch member for over 14 years. Sept 9.

Henry 'Harry' Elms. From being a lumberjack in Canada he was recruited because of the need for the small boat skills of the Newfoundland men. Served on minesweepers based at Scapa Flow from 1941-46. Founder member of Shrewsbury RNA. Aug 11. Aged 95.

Association of RN Officers/RNOC
Rear Adm David M Eckerley-Maalen CB. HMS Blake, Euryalus, Bulwark, Dryad, Eastbrook, Hermes, Eagle, Michael, Albatross and Sydney, also NATO, MOD, ACDS, DNOR, DNTC(N), DND(N), DPR(N), FOST and RCDS. Past President of the Algerines Association. July 26. Aged 87.

Capt Thomas K Cropper, HMS Victory (ship), Nelson (RNB), Dryad, President, FO Admiralty Interview Board, RN Coll Greenwich, Dir Naval Education, Seahawk, Falcon, Tiger, Sanderling, Harrier and Temeraire. Aug 4. Aged 85.

Cdr Ilkka E J 'Jim' Bowles. MOD Aircraft Dept Naval, Min of Tech, RNAY Belfast, HMS Fulmar, Seahawk, Peewit, Fieldfare, Gannet, Pintail, Waxwing, Daedalus, Holmsound, Kastrel, Condor, Siskin, Fulmar, Illustrious, Victory, Hawke,

Finland or email Juhani.Siera@gmail.com
Artificers 150th Anniversary: John North is hoping to compile a history of life as an Artificer through 150 years since the introduction of Artificers into the Royal Navy. If you can aid John with memorabilia, reminiscences, photos and documents and are willing to share information with him to help him produce a properly-researched history in time for the anniversary please contact john.north1@hotmail.co.uk, tel 01529 241034.

HMS Ganges: Is there anyone still serving in the Royal Navy who trained at HMS Ganges? If so, could you drop us a line at Navy News - the CD of a retiring ex-Ganges Boy would like to know. Email edit@navynews.co.uk

Superb, Sanderling and Albion. 2017.

Cdr John W H F Dickie RNZN. Aug 11.

Cdr Victor J Manwaring. HM Dockyard Portsmouth, Adm Commanding Reserves, NATO, HMS Simbang, President, Dryad, Starling, Illustrious, Forth and Solebay. July.

Cdr W G F 'Bill' Organ. HMS Dolphin, Saker, Vellani, Swiftsure, Oberon, Porpoise, Neptune, Cachalot, Artful and Excellent. Aug 28. Aged 74.

Cdr Peter A Rogers. HMS Seahawk, Warrior, Ark Royal, Bulwark, Victorious, Ariel, President, Caledonia, Cardigan Bay and Ganges, also NATO. MOD Dir of Oceanography & Met and Dir Naval Weather Service. July 8. Aged 83.

Cdr Chris P B Welland. HMS Guernsey, Pembroke, Llandaff, Dryad, Bideston, Blake, Siskin, Eagle, Dryad and Stubbington, also CINCFleet, MOD DNAV and NavSec. July 1. Aged 71.

Lt Cdr Robert E Doyle. HMS Sultan, Excellent, Drake, Neptune, Bulwark, Terror and CINCNV Home. July 29.

Lt Cdr N D C Hillier RNR. Unattached RNR. 2017. Aged 97.

Lt Cdr David J Knight. HMS Owen, Scott, Darymple and Sharpshooter, also Hydrographer Dept. Aug 22. Aged 91.

Lt Cdr L R J Martin CBE RNR. Sussex Division RNR. July.

Submariners Association
Lt Cdr Peter Trevallion RNR. Served 1952-62 in HM Submarines Astute, Anchorage, Aeolus and Alaric; battery during training periods (14-28 days) 1954-62. Dolphin branch. July 18. Aged 88.

Bill Stampton L/Tel. Served 1940-46 in HM Submarines H43, Tuna, Seadog, Dulch SM 015 Zwardfish. Dolphin branch. July 19. Aged 97.

Ken Holtham L/Tel. Served 1942-53 in HM Submarines Sahib, Stic, Spileuil, Acheron, Trenchant, Tabard, Sturdy and Talent. Derbyshire branch. July 20. Aged 94.

Keith Radford POREL. Served 1970-77 in HM Submarines Otus, Conqueror and Opossum. Royal Berks branch. July 31. Aged 70.

Keith Bishop POREL. Served 1966-76 in HM Submarines Finwhale (66-67), Oberon (69), Acheron (70-71) and Andrew (71-74). Dolphin branch and National Membership Secretary. Aug 1. Aged 72.

Michael Davenport CME. Served 1961-82 in HM Submarines Seascout, Talent, Dreadnought, Resolution, Revenge and Sceptre. Barrow in Furness branch. Aug 20. Aged 74.

Bill Wövdren ABST. Served 1944-47 in HM Submarines Sportsman, Vagabond and Tudor. Medway Towns branch. Aug 24. Aged 91.

Algerines Association
Sub Lt Dennison L Smith RNRV. Served aboard HMS Stormcloud and Moon. May 10.

David A Brooks AB. Served aboard HMS Hound. April 30.

Alan Bishop AB. Served HMS Ganges, Pembroke, Woodbridge Haven, Delight, Lysander, Moon, Muline, Gambia and Pembroke. Algerines Association, also a D-Boat Association member since 1984. Sept 4. Aged 84.

Reunions

October 2017
HMS Neptune Association will hold its AGM at the National Memorial Arboretum at Alrewas, Staffs, Saturday October 14 with a short service at midday followed by the AGM at 1.45pm in the Rose Room. 536 men lost on HM Ships Neptune and Kandahar on December 19 1941 - the Royal Navy's fifth worst loss of life in WW2 - will be remembered. Relatives and friends welcome. Contact Graham Davies on 07941 440113 or 01256 474841, www.hmsneptune.com

April 2018
HMS Ganges Association are holding their annual reunion at Mill Rytbe Holiday Village, Hayling Island, from April 13-16. All ex-HMS Ganges Boys, members and guests are welcome. Contact Tony Willders 07787 106202 or tony.wilders@btinternet.com

Sports Lottery

August 5: £5,000 - AB A Lloyd; £1,800 - AB K Wright; £800 - CPO J Baxter; £600 Sgt T Doyle; £500 - Cdr N Morton; £400 - Cpl N Ferguson.
August 12: £5,000 - Cdr G Robinson; £1,800 - AB A Youngman; £800 - Sgt D McCallum; £600 - LH H Adams; £500 - AB R Menlapp; £400 - CPO M Myers.
August 19: £5,000 - Cdr J Cooper; £1,800 - AB A Young; £800 - AB D Gardner; £600 - Lt Cdr L Carter; £500 - PO D Reese; £400 - Mne B Lightfoot-Bennett.
August 26: £5,000 - Lt D Leaker; £1,800 - MND D White; £800 - Mne A Hunter; £600 - Mne D Bird; £500 - CPO A Coates; £400 - AB L Thurlow.
Sept 2: £5,000 - AB C Cupid; £1,800 - Lt O Burness-Smith; £800 - AB J Ware; £600 - WD1 P Bell; £500 - PO C Everson; £400 - Mne T Bridgock.

Talking Navy News

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 07770 088388 and leave a message, or email studio@patn.org.uk A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

Submissions for the Deaths, Reunions and Swap Draft columns in November's Noticeboard must be received by October 5



Voices unite for peace

A ROYAL Navy officer is playing his part in promoting a sense of harmony.

Cdr Chris New (pictured above with co-singer Pam Parsons) has been given a leading role in the One Voice initiative, which has seen members of the Armed Forces "from all faiths and none" come together to celebrate diversity through music.

One Voice, the brainchild of RAF Police Officer Flt Lt Harriet Tadikonda, started off by recording a piece of music - *Una Voce - a Path to Peace* - that was written by Harriet as a result of her experiences in Afghanistan.

The project brought together many diverse groups, including the Royal Harmonics Chorus, the North London Military Wives' Choir, the Vocal Dimension Chorus and a Fijian gospel choir, as well as military solo vocalists representing the major religions.

This was the first of a five-piece suite of music, and was

released as a single in 2015 - the official launch was held in the House of Lords.

Its success, and that of a follow-up documentary, prompted the project to start working with schools across the north west to spread the message of tolerance and understanding.

That led to a performance of the music at a concert in the Bridgewater Hall, Manchester, in June - all the more poignant in its message as it took place just two weeks after the bombing of the Ariana Grande concert in the nearby Manchester Arena.

The Path to Peace concert opened and closed with a male soloist - in both cases the singer was Cdr New.

Others taking part included individuals caught up in the Manchester Arena bombing, Thelma Stober, who lost both legs in the 7/7 London bombings, and Olympian swimmer Rebecca Adlington.

Temporary disruption

A CHANGE in the Navy News distribution process may have a temporary effect on the availability of our next edition (November) in shops and newsagents.

Because we are switching to a new contractor, those who buy their Navy News 'over the counter' may notice some disruption or delays, but we hope

these will be kept to a minimum.

To avoid missing out you might consider taking out a subscription, which will not be affected - see our advertisement opposite.

Because of the change our deadline for material for the November paper will also have to be brought forward, as the edition must close up on Friday October 13.

NOTICEBOARD ENTRIES

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY, or email: edit@navynews.co.uk. If you are sending your notice via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least two months (preferably three) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

ROYAL NAVY NAVY NEWS

Mail Point 1-4, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY

OCT 2017 No. 759: Founded 1954

Editor: Mike Gray 023 9262 5257 or Mil: 93832 5257

Editorial

News editor:
Richard Hargreaves
023 9262 5255
Production Editor:
Lorraine Proudlock
023 9262 5282
edit@navynews.co.uk
General enquiries:
023 9262 3553

Business

Business manager:
Lisa Taw: 023 9262 5235
Subscriptions: 023 9262 5090
subscriptions@navynews.co.uk
Fax: 023 9262 5279
Advertising: 023 9262 3553
advertising@navynews.co.uk

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Published by Navy News, Navy Command HQ, Portsmouth and printed by Wyndeham (Roche) plc.

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● Lee Westwood watches as Olympian triple jumper Jonathan Edwards has a go at the golfing challenge at HMS Calliope
Picture: LPhoto Stephen Burke

Masterful move

THE home of the Royal Navy in the North East hosted legends of British sport for the launch of the 2017 British Masters golf tournament.

HMS Calliope provided the backdrop for the event which saw former world number one golfer Lee Westwood showcase his skills in front of the Tyne Bridge.

From the car park of the Royal Naval Reserve unit, situated on the Gateshead Quayside between the Tyne Bridge and the Gateshead Millennium Bridge, Westwood and fellow sporting stars triple jump world record holder Jonathan Edwards and former Newcastle United goalkeeper Steve Harper attempted to land golf balls on a floating green moored 100 yards away on the Tyne.

Unit Warrant Officer Scott Hill said: "Westwood was successful after his first attempt landed short, Edwards came close with every attempt but Harper showed he should really stick to football..."

Members of staff from HMS Calliope, the Royal Navy, Army and RAF Careers Offices watched on, speaking with the celebrities and getting selfies.

WO1 Hill added: "HMS Calliope was honoured to have been chosen to provide the venue for the launch of the British Masters 2017, taking place within our region."

Westwood said: "The Tyne Bridge is an iconic landmark so hitting shots in front of it is a unique way to promote the British Masters."

"I guess it's my job to hit greens but they don't tend to be floating ones, so I was pleased to hit a few on there as it was moving a fair bit."

In 2015, the launch event for the Rugby World Cup 2015 for the matches taking places at Newcastle United Football Club's St James' Park took place at HMS Calliope.

The British Masters, part of the European PGA Tour, took place at Close House, Newcastle.



Royal Navy Rugby Union Referee



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www.navyrugbyunion.co.uk/community-rugby/referees



● PO Stu Balls in his Peugeot

On the ball for RN at mini Nürburgring

THE Royal Navy Car Racing Team undertook the long journey to Cadwell Park in Lincolnshire for the third round of the Armed Forces Race Challenge.

Regular members of the team were joined by four drivers and a Fiesta from RNAS Culdrose, meaning there were five cars and seven drivers for the training track day.

The majority of the team had never raced at Cadwell before and, with a combination of advice from Lt Mike Wells and LH Seb Unwin (847 NAS) and Cdr Richie Scott (PJHQ), everyone slowly got to grips with the very demanding circuit.

Unfortunately Cpl Mark Inman (3 Cdo Bde) had an off through the Goose Neck and rearranged his pretty VX220.

The drivers were also joined pit side by four potential RN recruits, along with two members of the staff from the Lincoln Recruitment Office. It was a great opportunity for them to talk to the sailors about a career in the Royal Navy.

The Friday was a training day, which involved lectures on the Traction Circle, which basically said that you can't brake and turn at the same time, and some advice on how to set up your car.

Unfortunately the heavens opened just as the team were joined by chairman Lt Col Reggie Turner (RMR London) for a hardcore barbecue.

Saturday was a much more pleasant day and everyone survived qualifying - although PO Stu Balls (Wattisham) in the Navy Peugeot had a hard knock from an Army VW Golf that rearranged the passenger door.

Cpl Inman was first away in seventh in his VX220, followed by Cdr Scott in his Escort Cosworth, joined by Lt Cdr Keith Attwood (NCHO) in his Mini R50 and CPO Gareth 'Stirling' Moss (Nelson) in his Vauxhall Astra.

AB Lewis Pemble (HMS Heron) in the Sultan Locost was 22nd and PO Balls was 26th. Everyone got away cleanly and settled into the race on the circuit known as the 'mini Nürburgring'.

Cpl Inman climbed to fourth place and Cdr Scott was 12th as they approached the



compulsory pit stop.

Cdr Scott was relaying with an Army driver and AB Pemble handed over to PO Sean Graham (HMS Daring).

Disappointingly for Cpl Inman, he misread the flags and came in thinking he was being black-flagged. He restarted, however lost valuable time and finished third in Class C but could have been challenging for an overall podium.

CPO Moss had an oil pump and pulley failure that saw him retire on lap 17. Although Cdr Scott made his pit stop, he had been forced to lift due to an engine temperature issue, which messed up his result.

A mistimed pit stop by Lt Cdr Attwood saw him stuck behind a backmarker for half a lap, which cost him a place or two in the results.

PO Balls had a fine drive in the RN Peugeot 206, finishing as the highest-placed RN driver in sixth spot, with Lt Cdr Attwood in 7th.

The Inter-Service race is the Birket Six Hour relay at Silverstone this month, with the RN hoping to field a full team for the first time.

The RNRMMSA are always looking for new drivers and support crew and are recruiting for the 2018 season.

If you are interested to learn more, please contact Cdr Richard Scott (PJHQ) or Lt Cdr Keith Attwood (NCHO).

Photos courtesy of Mark & Nick Rogers



● Cpl Mark Inman's VX220



● C/Sgt Brian 'the Luge' Fudge in action

Mean machines...

Riders fight to the finish in epic endurance race

OLD school was the order of the day as members of the Royal Navy and Royal Marines Road Race Team competed at the **Thundersport 500**, writes Dave 'Tinkerbell' White.

The RNRMRRT had three teams of three on CB500 bikes at Donington Park for the 250-mile endurance race.

The teams were Royal Navy 1 (myself, Max Wilmot and Charlie White); Royal Navy 2 (Jon Hunt, Johnny Atkinson and Callum Scott), and Royal Navy 3 (Stuart Goodson, Brian Fudge and Alan Curtis).

After a warm-up lap we lined up for the Le Mans-style start. Here rider two held the bike by the tail only, at one side of the track, engine turned off, and rider one stood opposite on the other side of the track waiting for the flag to drop.

Once the flag dropped Charlie sprinted across the track in full leathers, took control of the CB500, fired her into life and took off.

I had 30 minutes before it was my turn; it was now a game of watching the progress from the TV we had on live feed and from the pit boards.

The time came as lads on the pit wall said "he's in next lap" and we shortly saw Charlie at the beginning of the pit straight.

We were now in the low 30s, so it was now my turn to keep it, having minimal practice and experience on the 49hp steed.

Corner speed was everything; we swapped over relatively smoothly and I was off. The first couple of laps I was getting to grips with the bike, I hit the rev limiter a couple of times. Even as I improved and was starting to hit sub-1.30 minute laps consistently, the speed and skill of some of the other riders was very evident, and as some of them passed I did my best to latch on and keep them in sight for as long as possible, but steadily I was making at least some overtakes, so I was happy with that, and by the time I came in we were 30th, Royal Navy team 2 and Team 3 doing really well in the mid 20s.

When I came in we conducted a refuel, so the bike had to be turned off, on the rear paddock stand and nobody else but those refuelling were allowed to touch the bike until refuelling was complete.

Refuel complete, Max was then let loose. The times came down as we picked at our opposition, and gradually made our way up the grid.

Before we knew it, it was Charlie's turn to get back out there on track, 1 hour 30 minutes about half way through the race, we were gaining on team 2 and team 3 were pulling away into the low 20s.

Thrills, spills and great fishing...

IT'S a long journey for most to get to Anglesey Circuit but when hard on the brakes heading down towards the corkscrew with the best view you'll find racing in the UK and even further afield, you realise it was worth it, writes Lt Cemal Oram.

The lads from the Royal Navy & Royal Marines Road Race Team (RNRMRRT) did just that to compete in another round of the **Thundersport GB** series.

Four races over two days saw the team battle it out against the Army, RAF and some of the best amateur racers in the country.

The team members put in excellent performances during the weekend, displaying some enthralling and close racing, but C/Sgt Brian 'The Luge' Fudge's first race was cut short when he was flagged down by the marshals and unfortunately found a crack in his engine casing on returning to the pit.

The change-over went smoothly and Charlie made some good consistent progress and by the end of his stint there was hardly anything between our team 1 and team 2.

It was now also my turn to get out there in the hot seat, keep the pace up and improve the lead we had. I also now had got to grips with the bike and how it ran, fast and smooth through the corners was the key, knee and toed sliders were always on the deck in the corners.

At one point I got down to 25th, then a few laps before I came in, that went back to 26th, but over a lap ahead of team 2, so all we needed was fuel to see us through to the end as we sent Max back out for the final run of 30 minutes.

Team 2 now had their fastest and most experienced CB500 rider in Jon Hunt.

Max was doing well to keep our pace consistent and hitting 1.27s but Jon was quietly gaining, hitting a 1.25 or two.

By the end, three hours after we started, the race was over.

Team 3 finished in an awesome 21st, completing 117 laps. Team 1 were 26th with 114 laps and Team 2 in 27th with 113 laps.

As if this wasn't enough for one day, we still had two Armed Forces Inter-Service races to compete in on our own bikes.

All was not lost though as team supporters Sparklight Racing generously lent him one of their own bikes for the weekend.

Cpl Dave 'Tinkerbell' White and LA(AH) Alan 'Spongebob' Curtis both had spills but the damage was minimal and Al still had time to take in the delights of Anglesey island by going spearfishing and catching dinner for the team's barbecue.

Lt Max Wilmot thought he'd try out for the off-road team when he rode on to the grass at 100mph but managed to stay upright and get back to the race.

Lt Cemal Oram had exciting battles throughout the weekend, snatching another place on the second to last corner of the final lap in one race, only to come off worse in a collision on the last lap of the concluding race.

The highlight was Cpl Dan Greenwood winning the Challenge Cup twice to collect his first silverware.

Once back on the grid an hour later, getting a good start was important. The plan kind of worked but by the end of the second race I could feel the strain of the day.

Alan Curtis and Lewis Roberts however found their feet again after the morning's crashes, both starting at the back of the grid.

Alan got into the low teens and Lewis in the middle of the top ten, setting them up nicely for the final race of the day in the mega laps - your grid position being determined from your previous race.

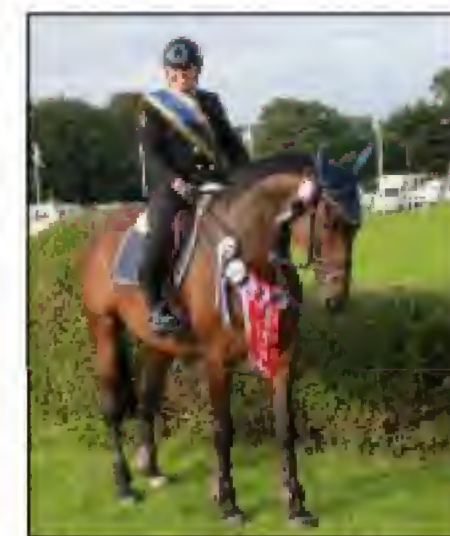
The red lights went out, and the last race was off. With an average start this race, I didn't gain many places but had some good battling with one of the Army bikes and another of our lads, Dan Greenwood.

No matter how tired you might feel or think you are, when a bike comes past you, the strength to have a good battle for that place soon reappears.

However Lewis Roberts, with a better starting place on the grid, managed to get a podium finish in third, the first time he's managed to get to the podium on his R6.

I can't think of a better way to spend a sunny summer Sunday.

If you'd like to get involved then contact team captain, C/Sgt Fudge, at RNRMRRT@hotmail.com or follow the team on Facebook.



Speedy Spyder's success

THE annual RNRM Equestrian Association's **Show Jumping Championship** saw riders from all three Services compete at the David Broome Event Centre in Chepstow.

On day one the RN hosted its leg of the Inter-Services Loriners Team competition.

This saw teams of four military riders complete a dressage test followed by a SJ round.

The RN was represented by Cdr Jo Bollen on Titus, Lt Becca Brown on Gibson, PO Sophie Fuller on Smiler and PO Amy Taylor on Spyder, pictured above.

This 'combined training' format proved challenging with the dressage movements attracting a high level of difficulty, but the second phase SJ allowed the RN riders to shine with three impressive clears.

Sadly the other Services' dressage scores put them in a better position this time and the RN had to settle for third place.

However, things looked up after this and a hotly-contested military SJ qualifier class followed for combinations seeking league points towards the opportunity to compete in the Service SJ class at the Olympia London International Horse Show in December.

PO Fuller and Smiler had already secured themselves a great position at previous competitions and another solid clear round performance, in their own inimitable exuberant style, earned them second place on the day, stretching their points lead even further and cementing her well-deserved selection this year for the UK Armed Forces Equestrian Association Tri-Service Team.

The following two days of show jumping saw PO Taylor and Spyder jump skilful and fast clear rounds to earn two second places in Senior Speed Classes and a good placing in the final Senior Heat.

Her consistent performance earned PO Taylor the title of Senior Military Reserve Champion and top RN rider over the three days.

Finally a new addition to the 2017 squad, Mid Emily Hoare from York URNU, had some notably stylish clear rounds with her horse Eric to win the military Intermediate Services Championship sash.

The weekend was enjoyed by all the uniformed equestrians and was topped off by former International Showjumper and Olympian David Broome presenting prizes sponsored by NAF Equine.



● From left, Cpl Dave 'Tinkerbell' White; LH(AH) Alan 'Spongebob' Curtis; CPO Stuart Goodson (on the bike) with C/Sgt Brian 'the Luge' Fudge

Pictures: Jack Snaps



Real deal from Spanish coaches

COACHES from Spanish football giant Real Madrid held a five-day camp for young footballers from Culdrose FC and neighbouring clubs.

The players received intense coaching skills, including how Real Madrid play football, how to mentally approach the game, and the importance of a healthy diet.

Head coach Alex Ferro said: "The standard of football and behaviour were very high. We wish that we could have this kind of response and reception everywhere we work."

All participants received a certificate and scorecard detailing how they performed. He also said that everyone progressed and showed a really strong attitude to soccer and their training.

Alexandra Husson was presented with 'the player of the week' award. This is for the footballer who shows the best team spirit and most positive attitude to training.

Mr Ferro said: "Alexandra was always willing to help, get stuck in and always tried her best."

Aiden Jolliffe, of the Culdrose Tigers under-15 team and Rosie Shipp, of the Culdrose Lynx under 14 team, received top player awards.

Culdrose Youth Chairman, Andrew 'Scooby' Plenty was delighted with the week's training. He said: "The camp has gone fantastically well - the kids have really enjoyed themselves and been enthused since day one."

Milestone for club

RNAS Culdrose Football Club celebrated 70 years within Cornish and Royal Navy football with an anniversary dinner held in Falmouth.

They were joined by two guest speakers, who were reunited for the first time since playing on opposing sides in the World Cup Finals group match in Malaga in 1982.

Former Aston Villa European Cup Winner and Scotland international Allan Evans was joined by Sam Malcolmson, the former Airdrie, Queen of the South and New Zealand international, who started his footballing career at the Bill Pearce Sports Pavilion for RNAS Culdrose FC.

Sam went on to become a professional footballer after leaving the Royal Navy in 1971, before emigrating to New Zealand in 1974.

Players from the past five decades were there to enjoy the evening, along with Life President Bill Pearce, who refereed Sam Malcolmson on many occasions during his time in Cornwall, where he also played for Falmouth Town and Bodmin Town.

Club Chairman Lt Cdr Andrew Plenty said: "RNAS Culdrose Football Club is unique within both Cornish and Services football."

"We have more teams, and play more football, than any other establishment within the UK Armed Forces, and have done so now for 70 years, playing in both the local leagues and Royal Navy competitions."

Sam presented the club with a distinctive All Whites New Zealand football jersey with Malcolmson and No 11 on the back - the number he wore against Scotland in 1982.



Best feet forward for force's Highland fling

A TEAM from Commando Helicopter Force took on the Royal Navy and ten other military sides for a show of strength in front of the Queen.

The eight-strong side, led by PTI Sgt Adam Mason, competed in the Inter-Service Tug-of-War Challenge at the Braemar Gathering - the contest was reinstated last year following a break of several years.

The contest, which was won by the 15th Signals Regt, saw CHF finish in fourth place, with the Royal Navy team taking the wooden spoon.

The teams of eight, plus their coaches, comprised men from the Royal Artillery, Signal and Royal Logistic Corps and Infantry regiments as well as teams from the RAF and Royal Navy.

After an early morning weigh in, (maximum weight being 640kgs) the 12 invited teams are drawn into two pools of six.

Competition starts around 10.15 and is on a 'round robin' basis.

The top two teams from each pool go through to the semi-finals and ultimately the final in front of the Queen and other members of the royal party.

The Queen presented the winning coach with the John Miller Challenge Shield, while the winning team members and the runners up received Braemar Tankards.

The RNAS Yeovilton-based force were also invited to compete in the Relay Foot Race.

Col Lenny Brown, Cpl Stephen Thorpe and Mnes Elliot Clarke and Glaswegian.



Dunbar volunteered for the event, which takes place on a 268-yard grass circuit.

The first athlete runs half a lap, the second and third run a full lap and the fourth runner a half lap.

The CHF side took fourth spot in the challenge.

CHF CO Col Brown was only too happy to take part as he is a Glaswegian.

"It was a great day for the Royal Navy and Royal Marines to compete at this historic event with excellent support from spectators and competitors," said Sgt Mason.

Inter-Service Tug-of-War has taken place at the Braemar Gathering since 1955.

The teams on show at the Princess Royal and Duke of Fife Memorial Park display a combination of

strength, technique, discipline and showmanship in competitions which involve and excite the spectators all day.

CHF consists of three Naval Air Squadrons, 845, 846 and 847.

Merlin Mk3 airframes are currently in service with 845 NAS and 846 NAS, and Wildcat with 847 NAS.

PICTURES: PO (Phot) Si Ethell, RNPOTY





Pictures: Lt Oliver Taylor-Wood and L/Cpl Nick Morton

Navy kayakers achieve internationally-recognised qualifications

Team go loopy in Lyon

LOOPS, cartwheels and McNastys – not something that would normally be associated with a quiet day on a river in France, but then this is a day with the Royal Navy Freestyle Kayaking Team.

The team swapped their normal training grounds of the rivers of the UK for something rather more pleasant – a week-long overseas sports training camp in Lyon, southern France.

With 35°C temperatures and some of the best whitewater courses in the world, the camp was perfect to build on the teams' skills prior to the Inter-Service Championships.

Days started with *pain au chocolat* and croissants before the serious work began.

The team hoped to achieve two internationally-recognised awards during the week.

The aim was for all to achieve at least their British Canoeing 3* freestyle award and whitewater safety and rescue award.

To achieve this, the team sought the support of one of the best freestyle paddlers in the UK, Lowri Davies.

A member of the GB Freestyle squad and due to compete at the world championships in Argentina later this year, she was the perfect coach to push the teams skills.



The team was also joined by members of the Army Freestyle team, including club captain Maj Tony Hellier, who shared their skills and experiences.

After a long day of driving, arriving and setting up camp late the night before, day one on the water began with a look at how the team were paddling – which could best be described as 'rusty.'

Many, like vice-captain PO Andy Pipes, had not been in a boat in months due to deployments but took full advantage of the opportunity of a week's intensive training.

It became clear that the Sault Brenaz

course was reasonably shallow meaning big aerial moves such as loops (a front flip, trying to get as high in the air as possible before landing and smiling at the camera like you meant it) were off the cards here, but surfing, cartwheels and split wheels were in.

The team was also introduced to French paddling etiquette and relaxed water regulations, quickly being outnumbered by excited children whizzing down the course on floats, or just swimming.

On days two and three rescue skills were brought into the training package,

if nothing else but to relax the muscles already beginning to be burned out by freestyling.

What was becoming clear was the experience already in the team, especially from Sub Lt Alex Riddell, who quickly solved even the most complex rescue situations with little guidance.

Swimming the course was a particular highlight, not often allowed in the UK but a great experience for all, and something which would prepare the team for later in the week.

On day four the team moved to another, slightly larger whitewater

course to the east called Saint-Pierre-de-Boeuf.

The course allowed for some of the bigger moves to be practised, and everyone took what they had already learned in Sault Brenaz to the site.

Some huge aerial moves from L/Cpl Callum Rees and some smooth surfing from PO David Fenwick were the highlights of the day.

It also allowed for almost all of the elements of the training to be completed, leaving time on the Friday for a fun race.

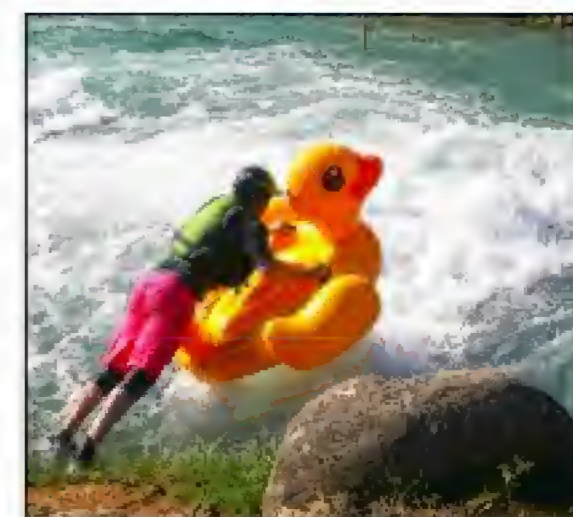
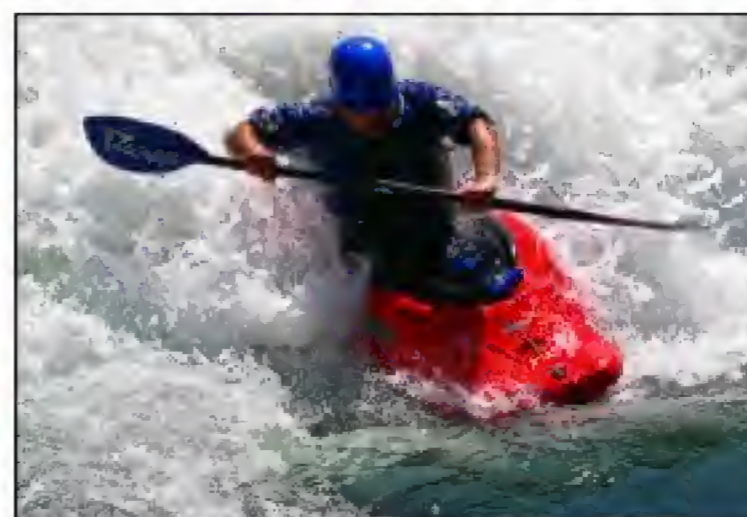
Day five, and the last day in Lyon, was marked with some less 'focused' training.

The night before had been spent secretly inflating some glorious water craft ready for a race. Much to the bemusement of the locals, and the team's instructor, the kayakers took to the water on a selection of inflatable craft, some more seaworthy than others.

By the end of the week, all participants had achieved the standard to pass both qualifications, and returned to the UK ready to compete at the Inter-Service Championships.

The RNKA supports all sport kayak disciplines including marathon, slalom, sea kayaking and polo.

If you're in the RN or RM and are interested in getting involved in freestyle kayaking contact team captain Lt Oliver Taylor-Wood at oliver.taylor101@mod.uk



Jumping for joy



Skydivers return to pick up medals – and gliders get in on the aerial action

FOUR Royal Navy and Royal Marines skydivers link up over Salisbury Plain to take a silver medal in a military competition.

The four, who jumped from a light aircraft, were competing in the AA 4-Way contest at the Armed Forces Parachute Championships at Netheravon in Wiltshire.

A host of medals were won by the **Royal Navy & Royal Marines Sport Parachute Association** team as they marked a return to the sport after 18 months.

This year's medal haul saw Lt Cdr David Lee (HMS Iron Duke) and Lt Cdr Robbie Way (SJFHQ) take gold in the Wingsuit Acrobatics (Rookie) category.

Despite many years of competition experience, this was the first time either of them had donned the flying squirrel suits, made famous by many YouTube videos, and attempted what is essentially a Red Arrows display without the benefit of engines or rigid wings.

In the senior category, made even more challenging by the addition of compulsory barrel rolls and front flips, Capt Matt Webster RM and Mne David Reed took bronze against stiff competition from the REME and AMS teams.

Stepping out of his wingsuit for a change, C/Sgt Si Goodman paired with Mid Emma Reynolds (BRNC) to take bronze in the freefly – think circus acrobats crossed with figure skating, while falling at 170mph.

Mid Reynolds also played a vital part in the silver medal achieved by the Senior Accuracy Team, despite being red-carded for scoring under her reserve canopy – she still hit a perfect zero.

Other medals came from Sub Lt Matthew Mackay (HMS Ferret), who picked up a bronze in the Novice Accuracy event.

If you are serving and are already a qualified skydiver, membership of the RNRMSPA offers you concessionary



rates at both Netheravon and Skydive99 (Dunkeswell) dropzones.

The association also offers free coaching in all major disciplines to aid members' progression, and annual opportunity for competition. Get in touch at RNRMSPA@gmail.com for more information.

If you are keen but not yet qualified, speak to your PTI about JSAT opportunities. These 'basic' courses run throughout the year and are the perfect way to take your first step into this exciting and rewarding world.

Also taking to the skies were four members of the **Royal Navy Gliding and Soaring Association**, who flew in the spectacular mountain scenery of the French Alps, near the picturesque town of Sisteron.

Capt Paul Jessop, Lt Cdr Chris Bryning RNR, Lt Cdr John Butler and WO1 Andy Farr joined an RAF-led tri-Service expedition with the aim of developing their skills as pilots.

The Navy team contributed a Duo Discus and a DG 500 glider to the RAF's fleet, and after an epic road trip across France with the trailers, arrived at the airfield to find near-perfect flying conditions.

Each flying day began with the daily checks on the aircraft, towing them into position at the end of the runway,

then attending a comprehensive meteorology and safety briefing delivered in French, English and German. Sisteron is located close to the French/Italian border and features a complex interaction of Mediterranean and European air masses.

In the Alps on a calm day, there is unlikely to be any significant lift until approximately noon. As the mountains warm up, increasingly powerful air currents flow up the mountainside forming very narrow thermals, three or four times the strength we see in the UK.

On windy days, the pilots were also able to soar as the air moved up and over the ridge in some cases developing a 'standing wave' effect, which allowed some members of the team to reach over 19,000ft.

Launching at Sisteron is by aerotow. The gliders are towed aloft by a small tug aircraft and released over one of the local ridges to commence their soaring flight.

Flying a mountain ridge is a technique that requires practice in order to be both safe and effective. The glider initially approaches the mountain at an angle of about 30 degrees then runs along the ridgeline searching out the regions of best

lift. The technique is then to reverse course in the lift, repeatedly running the ridge in both directions in order to gain enough height to finally circle through 360 degrees as the glider reaches the summit of the ridge.

Another skill is learning to read the ridges and mountains in order to understand where the sun and the wind will combine to create the best lift. Returning to the airfield also proved interesting with the team attempting to make radio calls in truly appalling French as they arrived in the circuit.

In the evenings the pilots returned to their accommodation in local gites with the opportunity to enjoy a barbecue in the evenings or dine at the restaurant on the airfield.

The majority of flying was done with highly-experienced mountain instructors, on one occasion achieving a tri-Service flight with a Navy pilot and an RAF instructor in an Army glider.

As the days progressed the pilots left the local ridges and ventured deeper into the mountains experiencing the beauty of the Parcours mountain range and Briançon valley.

Some members of the team flew further, on several occasions penetrating over 100 miles into the

mountains to reach Mount Chaberton. This mountain hosts the 'fortress of the clouds', the highest defended emplacement in the world. Built by the Italians prior to WW1 it was destroyed by Allied Forces in WW2. The gun emplacements are still visible and the thrill of seeing them was only tempered by thoughts of the long flight home.

The weather remained good for most of the expedition, however the opportunity was taken on some rare cloudy days to explore the local area, in particular some of the designated landing fields.

Unlike in the UK, suitable fields for a glider to land in are very rare in the Alps. Given the importance of the sport to the local economy, a number of local farmers enter into agreements with the local authority to maintain pre-designated fields in a suitable condition to be used as temporary airstrips.

With the exception of Capt Jessop, who was only able to be there for a short time, all the RN team were cleared to fly solo and explore the mountain ridges around the local area.

Anyone interested taking up the sport should contact RNSA Secretary Lt Cdr Bryning at www.rngsa.com